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General Plan
for the
CITY OF ANAHEIM
GENERAL PLAN
MAY 2004



CITY OF ANAHEIM

**General Plan
for the
City of Anaheim
California
May 2004**

Recommended for adoption by the
Anaheim Planning Commission

by

Resolution No. PC2004-45, dated April 19, 2004

Adopted by the Anaheim City Council

by

Resolution No. 2004-95, dated May 25, 2004



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SETTING THE STAGE

BACKGROUND

Since its founding in 1857, the City of Anaheim has grown from a small settlement to a major center of the Orange County region. The City's growth has been a result of its strategic location, its rich history, and its commitment to innovation and progress. The City's General Plan is a living document that reflects the City's vision for the future and its commitment to the well-being of its residents.

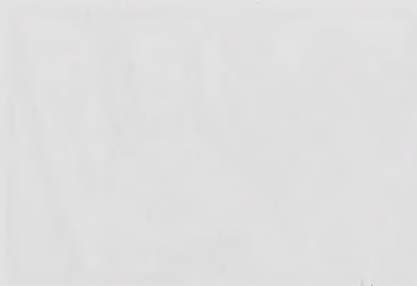
Introduction

The City of Anaheim is a vibrant and diverse community. It is a place where people from all backgrounds and cultures come together to live, work, and play. The City's General Plan is a document that reflects the City's vision for the future and its commitment to the well-being of its residents. It is a document that is shaped by the input of the community and the City's leadership.

The City's General Plan is a document that is shaped by the input of the community and the City's leadership. It is a document that reflects the City's vision for the future and its commitment to the well-being of its residents. It is a document that is shaped by the input of the community and the City's leadership.

COMMUNITY INVOLVEMENT

One of the ways that the City of Anaheim involves the community in the planning process is through the City's General Plan Update. The City's General Plan Update is a process that involves the community in the planning process and the City's leadership.



Map of the City of Anaheim showing various neighborhoods and landmarks.

SETTING THE STAGE

BACKGROUND

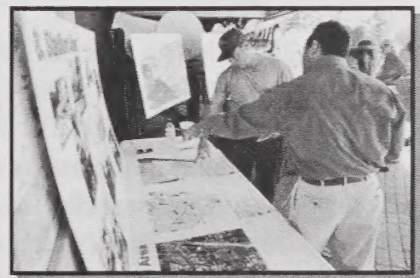
Since its founding in 1857, the City of Anaheim has grown from its original 1.8 square-mile townsite west of the Santa Ana River to its current boundary of approximately 50 square miles – the 10th largest city in the State. Originally a small farming community of German immigrants, Anaheim has always been a community that embraced immigrants from around the world in pursuit of “The American Dream.”

The City is now home to The Anaheim Resort® (which includes the largest convention center on the west coast, Disneyland, Disney’s California Adventure and Downtown Disney), and competitive Major League Baseball and National Hockey League franchises. Anaheim truly has become a “world-class” destination. The City is also home to over 330,000 residents living in numerous, diverse neighborhoods. By the year 2025, the population is expected to grow to about 370,000. As the City enters the 21st Century, the positive influences of its rich tradition will continue and the diverse character of the community will contribute towards Anaheim’s future successes.

Anaheim’s General Plan was initially adopted in 1963 and has been amended over the years. Various elements of the Plan have been updated at differing times, meaning that while some portions provided useful guidance, other portions needed to be strengthened to deal more effectively with contemporary issues. As a result, the City began the update of its General Plan in 2001.

COMMUNITY INVOLVEMENT

One of the driving forces behind the Anaheim General Plan Update was the active involvement of Anaheim’s stakeholders, including its residents, employees, business owners, and decision makers.



Anaheim residents participate in the Planning Rally at the Angel Stadium of Anaheim.



The Anaheim Vision

The preparation of this comprehensive update offered numerous avenues for public participation. The first and perhaps most important part of the outreach program, the Anaheim visioning process, included a series of community events; community group presentations; meetings with the Chamber of Commerce; a widely distributed community survey; one-on-one meetings with the City's elected and appointed officials; and active participation of the General Plan Advisory Committee (GPAC). The goal for each forum was to identify what people liked and disliked about their City and to capture their vision for the future.

The results of the community survey, workshops and meetings are captured in Appendix A, *The Anaheim Vision*. The Anaheim Vision is a statement of the desired, positive future of the City that was created through the identification of important desired characteristics. It describes what Anaheim will look and feel like and how it will function as a community once the Vision becomes a reality. Endorsed by the City Council during the General Plan Update process, the Vision set the foundation for the preparation of the goals and policies of the General Plan. Over time, the Vision will serve as a benchmark for the implementation of the General Plan.

Planning Objectives

Following the visioning process, City staff and the consultant team developed a series of planning objectives for eleven geographic areas of the City. All of the planning objectives were derived from the community input received during the visioning process and are reflected in the Anaheim Vision. The objectives addressed a variety of topics that included recommended land use changes, specific neighborhood improvement priorities, landscaping and signage treatments, and circulation improvements, to name a few.

WHAT IS A GENERAL PLAN?

State law requires every city and county in California to adopt a comprehensive, long-term General Plan. The General Plan represents the community's view of its future; it is a blueprint for a city's or county's growth and development. City councils, boards of supervisors, and planning commissions use the goals and policies of the General Plan as a basis on which to make their land use decisions.

The General Plan is considered "comprehensive" since it covers the territory within the boundaries of the adopting jurisdiction and any areas outside of its boundaries that are within a jurisdiction's sphere-of-influence. It is also comprehensive in that it addresses a wide variety of issues that characterize a city or county. These issues range from the physical development of the jurisdiction, such as general locations, and extent of land uses and supporting infrastructure, to social concerns such as those identified in the Housing Element of a General Plan.

The General Plan is considered "long-term" since it looks 20 years or further into the future. Individual jurisdictions determine a time horizon that serves their individual needs. The General Plan projects conditions and needs into the future as a basis for determining long-term objectives and policies for day-to-day decision making.

Throughout this horizon period, new information often becomes available and the needs and values of a community may change. To adjust to these dynamics, General Plans are reviewed and revised periodically.



Residents rank planning objectives for different areas of Anaheim.

These objectives served as the focus for the next step of community participation. The City held a Planning Rally at the Angel Stadium of Anaheim, home of the Anaheim Angels. At the Rally, attendees were asked to evaluate the planning objectives and identify those that were most important to them. The results of the Rally not only helped shape the General Plan Land Use Map, which is included in the Land Use Element (Figure LU-4), but they also helped form many of the General Plan goals and policies.

General Plan Advisory Committee (GPAC)

The General Plan Advisory Committee was established by the City to provide input to the General Plan Update process. The GPAC reviewed work products generated by the City and its consultants and provided comments and opinions on the content of these documents. The GPAC served as a vehicle for achieving representative opinions and attitudes of residents, landowners, interest groups, and others interested in the General Plan Update effort. The GPAC also provided a communication link on the progress of the planning effort to their representative commissions and made recommendations to staff prior to Planning Commission and City Council consideration.

The Committee was comprised of 14 members and included two student representatives, two community at-large representatives, and two members from each of the following City Council appointed commissions:

- Planning Commission
- Redevelopment & Housing Commission
- Public Utilities Board
- Parks & Recreation Commission
- Senior Citizens Commission

It should be noted that during the General Plan and Zoning Code Update process, the Redevelopment and Housing Commission was dissolved with the Planning Commission assuming most of their former responsibilities.

Planning Commission & City Council Workshops and Hearings

Throughout the planning program, several workshops and public meetings were held with the Planning Commission and City Council to review various work products and project milestones. Each workshop/meeting also served to allow the public to provide comments on the General Plan Update, beyond the opportunities provided through other outreach methods.



PLAN DEVELOPMENT

Existing Conditions, Opportunities & Constraints

The first fundamental step in developing the new General Plan was to understand the current conditions of the City, in a variety of terms, including land use patterns and policies, development standards, traffic and infrastructure, and economic and fiscal conditions. From this understanding and from the input received from the community, opportunities and constraints were identified for different areas of the City. Based on these opportunities and constraints, the planning team was able to begin drafting land use alternatives that would help shape the land use future of the City.

Land Use Alternatives and the Selection of a Preferred Alternative

Three land use alternatives were pursued in the preparation of the General Plan. The first alternative mapped the current land use direction of the City. It took into account the current General Plan, existing zoning, specific plans, master plans, redevelopment plans, existing land use data, identified housing opportunity sites, and other related information. Given the General Plan's historical lack of specificity at the parcel level, land use designations were assigned to individual parcels based on current City policy and practice.

The second alternative provided land use changes based on the Anaheim Vision and prior Community Planning objectives. Some of the objectives included:

- Preserving single-family residential neighborhoods by discouraging further development of multiple-family land uses in such areas;
- Concentrating and enhancing commercial uses in strategic locations;
- Creating additional housing opportunities;
- Identifying potential locations for enhanced entryways into neighborhoods and gateways into the City;
- Revitalizing neighborhood edges by converting underutilized mid-block commercial uses to housing opportunities and/or community amenities;
- Expanding on park, open space and recreational opportunities; and
- Intensifying the development potential of The Platinum Triangle.

Overall, the third alternative did not represent a drastic change from the second alternative. Rather, it modified it by proposing land use changes that took advantage of existing and potential transportation linkages throughout the City. The alternative assumed that five major transit routes, presumably Bus Rapid Transit (BRT), would traverse portions of the City.

Following their preparation, the alternatives were analyzed for how well they implemented the Anaheim Vision and how they impacted the City's infrastructure system, including the transportation, sewer, drainage and water systems.

Based on the evaluation of the alternatives, a Recommended Land Use Alternative was developed that was largely based on the second alternative, but reflected desirable components of the other alternatives as well.

After the Recommended Land Use Alternative was developed and presented to the GPAC, Planning Commission and City Council for their review, City staff and the consultant team began preparation of the plans, goals and policies that make up the General Plan Elements.

General Plan Elements

The General Plan is divided into various topical sections, or Elements, that address a wide range of subjects and provide goals and policies that will guide future development in the City. The Anaheim General Plan is organized in the following manner:

Introduction: Describes the background, features and structure of the General Plan.

Land Use Element: Designates the general distribution and intensity of all uses of land in the City. This includes residential, commercial, office, industrial, mixed use, public and quasi-public facilities, and open space and recreation uses. The Element also provides development intensity standards related to each land use category, and general policy direction for a variety of land use-related issues.

Circulation Element: Identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, passenger and freight rail, transit systems and bikeways. The Circulation Element also identifies and provides policy direction for scenic highways, pedestrians and parking.

Green Element: Comprehensively addresses topics concerning conservation, open space, parks and recreation, trails and public landscaping.

Safety Element: Establishes policies and programs to protect the community from risks associated with potential seismic, geologic, flood, and wildfire hazards.

Noise Element: Identifies and appraises noise problems and includes policies to protect the City from excessive noise.

Housing Element: Assesses current and projected housing needs, and sets out policies and proposals for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the City. This Element is a stand-alone document that was prepared prior to and separately from the rest of the General Plan Elements. It is important to note that the other General Plan Elements



were prepared consistent with the goals and policies of the City's 1998-2005 Housing Element.

Zoning Code

The City's Zoning Code has also been updated in tandem with the General Plan Update. The purpose of the Zoning Code is to promote growth of Anaheim in an orderly manner and to promote and protect the public health, safety, peace, comfort and general welfare in conformance with the General Plan. The Code includes the establishment of various zoning designations and development standards that serve to guide development within the City.

Environmental Documentation

In addition to the General Plan and Zoning Code documents, a comprehensive Environmental Impact Report (EIR) has been published as a companion document that identifies and addresses the environmental impacts related to the updated General Plan and Zoning Code.

PLAN FEATURES

This section of the General Plan Introduction summarizes the key features and components of the General Plan. It describes those things that are most fundamental to making Anaheim a truly great place to live and visit.

VISION FOUNDATION

Before charting the course for the future of Anaheim, it is essential to understand the City's priorities, as expressed by its stakeholders. This is the goal of the Anaheim Vision, to articulate Anaheim's desired future. As such, it serves as the foundation for all of the components of the General Plan, including the land use patterns identified in the Land Use Plan; the goals and policies included in each of the General Plan Elements; and the General Plan Implementation Program, which lays out the steps that need to be taken in order to achieve Anaheim's goals. The Anaheim Vision is included in its entirety in Appendix A.

"Anaheim...

... a mosaic of diverse people and thriving unified neighborhoods joined together by beautiful, accessible open spaces and well-landscaped roadways offering enhanced mobility for people and goods; safe place to live, work and play; quality educational opportunities; engaging gathering places; world class entertainment; recreational, spiritual, and cultural amenities available for all; and, a variety of economic opportunities for its workforce."

- Excerpt from the Anaheim Vision

CREATING AND ENHANCING RECOGNIZABLE PLACES

The General Plan includes several components that will help Anaheim create and enhance recognizable places throughout the City. The Land Use, Community Design and Green Elements contain plans, goals and policies that are intended to strengthen the City's image and enhance the character of many areas including the residential communities of East and West Anaheim; The Platinum Triangle and The Anaheim Resort®; the Anaheim Colony Historic District and Downtown; The Canyon, a regionally-significant industrial/employment center; and the Hill and Canyon Area, among others.



Strategies to create recognizable places range from the introduction of new land use designations like Corridor Residential and Mixed-Use, to design policies and guidelines that ensure quality development throughout the City and protect Anaheim's historic and scenic resources, to landscaping and streetscape policies aimed at beautifying the arterial corridors that frame Anaheim's neighborhoods.

GREENING ANAHEIM

Anaheim is protecting and enhancing its resources by combining its Conservation, Open Space, and Parks, Recreation and Community Services Elements into a single, comprehensive plan to add more "green areas" throughout the City. The Green Element's philosophy is broad and inclusive. It seeks not only to preserve, but also to conserve. This includes vital natural resources such as water, energy, air, and wildlife. The Green Element also includes goals and policies for additional public landscaping; enhancing the appearance of the City's corridors; and expanding park, recreational and trail opportunities. By combining three Elements into one comprehensive plan, the City recognizes that open space, conservation and parks are part of an integrated network of green resources.

CONNECTING PEOPLE AND PLACES

An efficient and effective circulation system is a fundamental need for the City of Anaheim and its residents, businesses and visitors. Anaheim's transportation infrastructure affects the quality of life of its residents, employees and visitors every day and in a myriad of ways.

As the County's second largest city and home to several world-class and regional tourist destinations, Anaheim serves the mobility needs of over 330,000 residents and accommodates traffic from millions of visitors every year. The City also serves as a regional hub that is traversed by one interstate freeway, five State highways, and two toll roads.

Some of the major strategies addressed in the General Plan include:

- helping facilitate the design and operation of efficient arterial streets;
- exploring the use of mass transit with multiple options;
- encouraging traffic calming strategies that enhance pedestrian safety and increase the livability of neighborhoods; and,
- identifying linkages of bicycle and pedestrian paths in proximity to commercial, civic, educational, recreational and institutional uses.

CREATING ADDITIONAL JOB AND HOUSING OPPORTUNITIES

As Anaheim continues to grow, providing additional job and housing opportunities will be essential to maintaining a balanced and healthy economy. Anaheim maintains a diversified economic base offering economic opportunities through tourism, entertainment, retail, office and industrial activity. The City is also home to a number of major economic centers, including The Anaheim Resort, The Platinum Triangle, and The Canyon. These areas represent key economic assets that must be preserved and enhanced for the long-term economic health of the City.

The Land Use Element offers a variety of employment generating land uses in these areas to ensure their vitality. Furthermore, the Economic Development Element helps guide the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support various local programs and services. To achieve a balanced and healthy economy, the Economic Development Element sets forth the goals and policies necessary to ensure a prosperous economic future.

In addition, the Land Use Plan provides for a wide-range of residential uses and identifies several key areas for new housing opportunities:

- **Hill and Canyon Area:** Although much of the Hill and Canyon Area is built out, the Mountain Park Specific Plan will provide for a mix of up to 2,500 dwelling units, a park, a school, a fire station and open space.
- **Arterial Corridors:** Several of Anaheim's arterial corridors have been designated for new residential development, replacing underutilized commercial development while stimulating quality commercial development at key intersections.
- **Downtown:** New residential uses will integrate with commercial, office and civic uses in a pedestrian-friendly, mixed-use environment. In addition, older industrial areas will transition into residential neighborhoods that offer a variety of housing opportunities.
- **The Platinum Triangle:** The new vision for The Platinum Triangle contains a dynamic mix of uses and upscale, high-density urban housing - integrated by a carefully planned network of pedestrian walkways, streetscape improvements and recreational spaces - that will create an urban environment of a scale never before seen in Orange County.

Combined, these General Plan features, along with the City's other planning tools, set forth the future direction of development in Anaheim and will work towards implementing the Anaheim Vision.



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Introduction

The City of Anaheim is a vibrant, growing community with a rich history and a bright future. As the City continues to expand and evolve, it is essential to establish a clear vision for the future of our community. This Land Use Element is a key component of the City's General Plan, which serves as a blueprint for the City's future development. It provides a framework for the City's land use decisions and ensures that our community's growth is sustainable, equitable, and in line with our vision for the future.

Land Use Element

RELATIONSHIP TO OTHER PLANNING TOOLS

The Land Use Element is a key component of the City's General Plan, which serves as a blueprint for the City's future development. It provides a framework for the City's land use decisions and ensures that our community's growth is sustainable, equitable, and in line with our vision for the future. The Land Use Element is closely related to other planning tools, such as the City's Comprehensive Zoning Ordinance, the City's Capital Improvement Program, and the City's Transportation Plan. These tools work together to ensure that the City's growth is planned and coordinated.

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RELATIONSHIP TO OTHER PLANNING TOOLS

Although the Land Use Element is a key component of the City's General Plan, it is not the only planning tool. The City's Comprehensive Zoning Ordinance, the City's Capital Improvement Program, and the City's Transportation Plan are all important planning tools that work together to ensure that the City's growth is planned and coordinated.

Introduction

The Land Use Element is a guide, or “blueprint,” for Anaheim’s future development. It designates the distribution and general location of land uses, such as residential, retail, industrial, open space, recreation, and public uses. The Land Use Element also addresses the permitted density and intensity of the various land use designations as reflected on the City’s General Plan Land Use Map (Figure LU-4).

RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element and its associated General Plan Land Use Map are intended to capture and communicate Anaheim’s long-term vision for future development. Of all the General Plan elements required by State law, the Land Use Element has the broadest scope. Since it governs how land is to be utilized, virtually all of the issues and policies contained in other Elements relate in some degree to this Element.

For example, the Circulation Element defines policies for the accommodation of vehicular trips generated by the population and employment associated with the various land uses permitted by the Land Use Element. Similarly, the location and intensity of uses prescribed by this Element are influenced by policies for the protection of environmental and recreational resources in the Green Element. The Land Use Element also furthers the goals and policies of the Housing Element by identifying opportunities for new residential development that include a wide range of densities. The Community Design Element complements the Land Use Element by providing policies that promote quality development and enhance community character. Specific redevelopment and revitalization goals and policies that further the direction of the Land Use Element are included in the Economic Development Element.

RELATIONSHIP TO OTHER PLANNING TOOLS

Although the General Plan serves as the blueprint for future development, several other planning tools help the City implement its Vision.



Zoning

The City's Zoning Code is the primary tool for implementing the General Plan, providing development standards, identifying allowable land uses, and specifying other regulations. The Zoning Code guides the use patterns, design, and improvements for development projects. By establishing rules regarding the use of property and site development standards (e.g., building heights and setbacks, parking standards, etc.), the Zoning Code provides detailed guidance for development based on, and consistent with, the land use policies established within the General Plan.

Specific Plans

Specific plans are customized regulatory documents that provide more focused guidance and regulation, for particular areas. They generally include a land use plan, circulation plan, infrastructure plan, development standards, design guidelines, phasing plan, financing plan, and implementation plan.

Anaheim has 11 approved specific plans governing land use development in designated areas. The specific plans listed below are depicted on Figure LU-1, and can be viewed at the City's Planning Department.

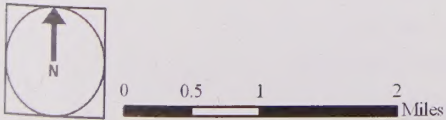
TABLE LU-1
CITY OF ANAHEIM APPROVED SPECIFIC PLANS

Number	Plan Name
87-1	The Highlands at Anaheim Hills (2,168 dwelling units)
88-1	Sycamore Canyon (1,204 dwelling units)
88-2	The Summit of Anaheim Hills (2,139 dwelling units)
88-3	Pacificcenter Anaheim
90-1	The Anaheim Hills Festival (259 dwelling units)
90-2	East Center Street Development (390 dwelling units)
90-4	Mountain Park
92-1	The Disneyland Resort
92-2	The Anaheim Resort®
93-1	Hotel Circle (390 dwelling units)
94-1	Northeast Area (Anaheim Canyon Business Center)



Note: See Specific Plans for further description of land uses and density.

*See Table LU-4 for density information.



Redevelopment Plans

The City of Anaheim has maintained an active redevelopment program since the 1970s when it first began efforts to revitalize its Downtown core. The City's redevelopment efforts have since greatly expanded, encompassing six major project areas as of 2003. As these project areas have progressed and property values increased, the Redevelopment Agency, headed by the City Council and staffed by the Community Development Department, has used the resulting increases in tax revenue for a variety of public purposes, including funding for the provision of affordable housing. The Agency coordinates several on-going efforts associated with industrial, retail, office and residential development within redevelopment project areas including the provision of off-site public improvements, project financing, site evaluation and infrastructure analysis.

Locations of each project area and a more thorough discussion of redevelopment in Anaheim is addressed in the Economic Development Element.

ACHIEVING THE VISION

The Land Use Element is an important tool in achieving Anaheim's **Vision**. The Vision was developed to guide the City to its preferred future by identifying important desired community characteristics. A "visioning" process consisting of several focused workshops held throughout the community, a community-wide Planning Rally at Angel Stadium of Anaheim, and a community survey of Anaheim residents was completed as a means to identify such characteristics.

☞ The complete text of the **Vision Statement** is provided in Appendix A. A more detailed description of the public outreach program undertaken as part of the General Plan Update is provided in the General Plan Introduction.

During the visioning process a number of community values were articulated. Those related to land use included:

- A balance of jobs, housing, open space and recreational opportunities;
- The need for quality development;
- Attractive neighborhoods (both new and existing) that offer a wide variety of residential product types appealing to the broad spectrum of people who want to live in Anaheim;
- Protection of the integrity of single-family neighborhoods;
- Recognizable gathering places where residents, employees and visitors can interact, socialize and recreate;
- Revitalized corridors offering a mix of land uses as an alternative to underutilized strip commercial development;
- First-class shopping and dining opportunities; and,
- A pedestrian friendly, active Downtown that reflects the historic character of the Anaheim Colony.

The guidance provided by the community has directly shaped the content of this Element and the balance of the General Plan.



SETTING

Located in northwestern Orange County, the City of Anaheim lies approximately 35 miles southeast of downtown Los Angeles and 7 miles northwest of Santa Ana (see Figure LU-1). At the time of its incorporation in 1876, Anaheim covered just over 1,660 acres.

Today, the City encompasses over 28,000 acres of land, stretching nearly 20 miles along the Riverside (SR-91) Freeway, and includes another 2,431 acres of unincorporated land within its **sphere-of-influence**. In addition to SR-91, regional access to and from Anaheim is provided by the Santa Ana (I-5), Orange (SR-57) and Costa Mesa (SR-55) freeways; the Eastern Transportation Corridor (SR-241); and Amtrak and Metrolink passenger train services.

Sphere-of-Influence:

Established by the Local Agency Formation Commission (LAFCO), spheres-of-influence are intended to reflect "the probable physical boundaries and service area" of cities. LAFCO is directed by State law (the Cortese/Knox Local Government Reorganization Act of 1985, as amended) to establish and periodically review the spheres-of-influence for each agency under its jurisdiction.

The City of Anaheim is a geographically diverse community. The western and central portions of the City are characterized by relatively flat ground that slopes gently to the southwest. This portion of the City is also characterized by a mix of suburban and urban development and is relatively built out. The area is home to Downtown and the Anaheim Colony Historic District, which are located within the City's original 1.8 square mile boundary and contains a vast majority of Anaheim's valued historic structures.

The eastern portion of the City extends generally along the Santa Ana River to the Riverside County line. This part of the City includes hillside terrain and an abundance of natural resources.

Residential development in the eastern portion of Anaheim largely consists of the various hillside communities on the south side of the Riverside Freeway that extend to the Eastern Transportation Corridor (SR-241). Other relatively flat residential neighborhoods are located north of the Santa Ana River and east of Imperial Highway, and generally south of the Santa Ana River at the intersection of the Riverside (SR-91) and Costa Mesa (SR-55) Freeways. The Canyon, a regional employment center consisting of office, industrial and commercial uses that generally spans the north side of the Riverside (SR-91) Freeway between the Orange (SR-57) Freeway and Imperial Highway, is also located in the eastern part of the City.

EXISTING LAND USES

Anaheim is well known for its various world-class tourist destinations, including The Anaheim Resort®, which includes The Disneyland Resort and the Anaheim Convention Center, and its professional sports franchises/venues. However, it is also home to over 330,000 residents, 11,000 businesses, and 1,500 acres of passive and active parks and open space areas.

Various types of existing land uses are found throughout Anaheim and are categorized by uses that can be grouped into nine broad categories: Residential, Quasi-Public/Governmental, Industrial/Manufacturing, Commercial/Office, Entertainment/Lodging, Parks/Open Space, Water Uses/Waterways, Agriculture/Vacant, and Other.

Residential

Residential land uses account for nearly half of the total land area in the City, most of which are devoted to single-family residential uses. Residential uses are found in nearly all areas of the City. A wide variety of housing types and affordability can be found throughout the City making it possible to provide for a diverse population both in age and income. Housing types range from large hillside estates to historic single-family homes, to duplexes and four-plexes, to multiple-family apartments and townhomes, and mixed-use developments.

Commercial/Office

Retail and service commercial uses in Anaheim follow the same basic pattern as most cities in North Orange County – that is, they are located primarily along arterial corridors. Two regional shopping areas are also located in the City, the Anaheim Plaza in West-Central Anaheim and The Festival in the Hill and Canyon Area. Office uses are generally dispersed throughout the City along arterial corridors and adjacent to its freeways, with small concentrations of larger-scale office buildings found in The Platinum Triangle and Downtown areas.

Entertainment/Lodging

Anaheim is known worldwide for its tourist attractions and sports/entertainment venues. These uses are concentrated in two adjacent areas separated by the Santa Ana (I-5) Freeway: The Anaheim Resort®, comprised of the Anaheim Convention Center, the Disneyland Theme Park, Disney's California Adventure Theme Park, Downtown Disney, and numerous hotels; and The Platinum Triangle, which includes the Arrowhead Pond and Angel Stadium of Anaheim. The Platinum Triangle is also home to a variety of restaurants, hotels and the Grove of Anaheim.

Industrial/Manufacturing

A critical component of Anaheim's economic base, manufacturing and industrial uses comprise a significant portion of Anaheim's land area. Much of Anaheim's manufacturing and lighter industrial uses are concentrated in The Canyon and in areas north of Angel Stadium of Anaheim. Some of the City's older and heavier industrial uses are concentrated in the North Central Industrial Area, generally located south of the Riverside (SR-91) Freeway between Lemon Street and Raymond Avenue, and in the southeastern portion of Downtown along the Metrolink railway. Consistent with the



Anaheim Vision and General Plan Land Use Map, many of the Downtown industrial areas are transitioning to residential uses. Additional industrial uses are found in other areas of the City, particularly along freeways and railroads.

Quasi-Public/Governmental

Quasi-public and governmental uses include a wide range of uses: governmental office buildings, fire and police stations, hospitals, utility buildings and substations, community centers, assembly areas and libraries and schools, among others. Their locations are found throughout the City in order to effectively serve the public. Quasi-public and governmental uses account for a relatively small portion of the City's total land area.

Parks/Open Space

Anaheim's parks and open space account for approximately 6% or just over 1,500 acres of the City's total land area. These areas include sports fields, playgrounds, nature preserves, golf courses, and other passive and active recreational uses. A more thorough discussion of Anaheim's existing and planned park and open space resources can be found in the Green Element.

Water Uses/Waterways

The Santa Ana River is the most prominent water feature in Anaheim. It runs through the Hill and Canyon Area and The Canyon alongside the Riverside (SR-91) Freeway and along the eastern edge of The Platinum Triangle. The river provides a scenic and recreational resource for the entire region. It also serves as the City's primary drainage and flood control facility as well as the primary source for groundwater recharge in the City. Two smaller, yet important drainage and flood control facilities in western Anaheim are the Carbon Creek Channel and the Anaheim/Barber City Channel. Another major water-related facility includes the 920-million gallon Walnut Canyon Reservoir, located in the Hill and Canyon Area.

Flood control facilities and related goals and policies are discussed in the Safety Element; water and drainage systems and related goals and policies are discussed in the Public Services and Facilities Element; and water conservation and quality are addressed in the Green Element.

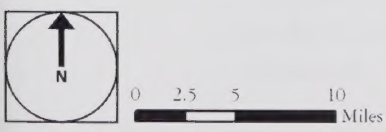
Agriculture/Vacant Lands

Although nearly 3,400 acres of land in Anaheim is utilized for agricultural purposes or is vacant, very little remains that is not already entitled for future development. The primary exceptions are the many utility easements that are envisioned to serve as trail connections, passive open space or low intensity commercial uses. The largest portion of vacant land is found in the Mountain Park Specific Plan area on the eastern edge of the City. The area includes 3,169 acres and is planned for a mix of residential uses, a park, a school, a fire station and open space.

Regional Vicinity Map



- City of Anaheim
- Anaheim Sphere of Influence
- Orange County
- Los Angeles County
- San Bernardino County
- Riverside County
- San Diego County



City of Anaheim

General Plan Update Program

Land Use Plan

As required by State law, the General Plan must identify land use designations and permitted development intensities. General Plans are also required to include a diagram of the location of these uses. These components, as well as a series of planning objectives that serve as the foundation for the Land Use Plan (Figure LU-4), are included in this section of the Land Use Element.

LAND USE DESIGNATION SYSTEM

Land use designations are provided in order to define the amount, type, and nature of future development that is allowed in a given location of the City. The following section defines each of the land use designations shown on the Land Use Plan, as well as the density and intensity standards required in accordance with State law. Tables LU-2 and LU-3 provide a summary of the land use designations in terms of density, intensity and typical implementation zones. Figure LU-5 and Table LU-4 provide more detailed information for those areas of the City subject to special density provisions.

Each of the General Plan land use designations is typically implemented by a defined set of zoning designations included in the City's Zoning Code. The Zoning Code contains the detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria that serve to implement many goals and policies of the General Plan.

Each of the residential use designations includes a range of allowable densities. The maximum density defines the maximum number of dwelling units per gross acre at which development can occur within a given residentially-designated area. Any portion of a residential lot designated on the Land Use Map as Open Space or any other non-residential designation should not be included in calculating density. The determination of precise density is also influenced by site location, topography, the development standards contained in the Zoning Code, and other City policies, regulations and ordinances. These other considerations may mean that the maximum density established

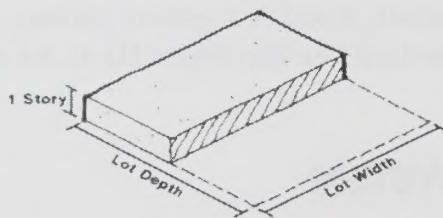


by the General Plan land use designation may not be achievable on each potential development site.

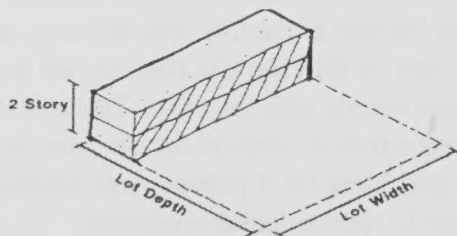
Building intensities for non-residential land uses are measured by floor area ratio (FAR). An FAR is the ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site and not necessarily the building height or site coverage. It does not include the area within parking structures used for parking and circulation or open outdoor storage areas. Figure LU-3 illustrates the concept of the FAR calculation.

Figure LU-3 Floor Area Ratio Example (FAR = 0.50)

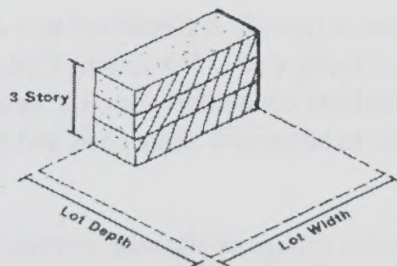
Example: On a one-acre parcel (43,560 sq. ft.), a maximum floor area ratio (FAR) of 0.50 equates to a total building area of 21,780 sq. ft., in either a 1, 2, or 3 story configuration (43,560 sq. ft. multiplied by 0.50 equals 21,780 sq. ft.). Note how low coverage (building footprint) varies significantly as the building height changes to yield an identical FAR.



Building covers 50% (21,780 sq. ft.) of parcel and is only one story high.

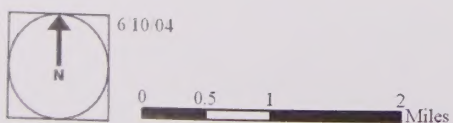
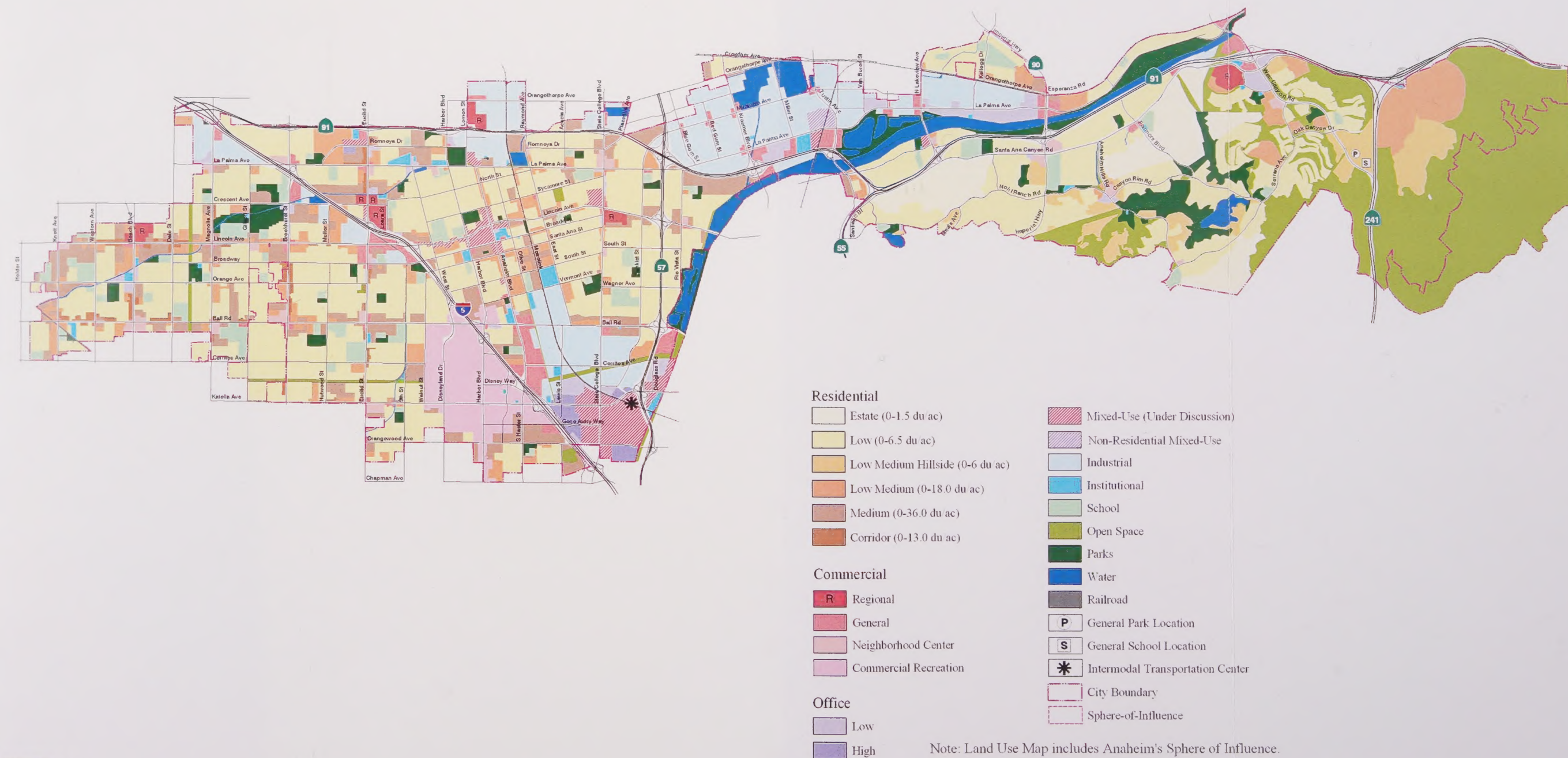


Building covers 25% (10,890 sq. ft.) of parcel, but is two stories high.



Building covers 16.6% (7,260 sq. ft.) of parcel and is now three stories high.

Land Use Plan



City of Anaheim

General Plan Program

Figure LU-4 Page LU-13

TABLE LU-2: RESIDENTIAL LAND USE DESIGNATIONS

	Residential						Mixed-Use
	Estate	Low Density	Low-Medium Hillside Density	Low-Medium Density	Medium Density	Corridor	Mixed-Use
Minimum to Maximum Density (dwelling units/acre)	0-1.5 du/ac	0-6.5 du/ac	0-6.0 du/ac	0-18.0 du/ac	0-36.0 du/ac	0-13.0 du/ac	Up to 100 du/ac (Refer to Table LU-4 for The Platinum Triangle Area)
Typical Implementing Zoning	RH-1 RH-2	RH-3 RS-1 RS-2 RS-3	RS-3 (SC) RS-4 (SC) RM-2 (SC)	RS-4 RM-1 RM-2 RM-3	RM-3 RM-4	RM-1	PTO DMU MU

TABLE LU-3: NON-RESIDENTIAL LAND USE DESIGNATIONS

	Commercial				Office		Industrial	Mixed-Use		Public/Quasi-Public		OPEN SPACE	PARKS	WATER
	Neighborhood	General	Regional	Commercial Recreation	Low	High	Industrial	Mixed-Use	Non-Residential Mixed-Use	Institutional	Schools			
Probable to Maximum Intensity	0.35-0.45 FAR	0.25-0.50 FAR	0.30-0.50 FAR	Refer to Table LU-4	0.40-0.50 FAR (Refer to Table LU-4 for Office Low areas in The Platinum Triangle)	0.50-2.00 FAR (Refer to Table LU-4 for Office High areas in The Platinum Triangle)	0.35-0.50 FAR	1.50-3.00 FAR	1.50-3.00 FAR	0.10-2.00 FAR	N/A	0-0.10 FAR	0-0.10 FAR	0-0.10 FAR
Typical Implementing Zoning	C-NC	C-G	C-R	Specific Plan	O-L PTO	O-H PTO	I	DMU MU	Specific Plan	SP	SP	OS	PR SP	OS PR SP

Notes:

In addition to the typical zoning designations listed above, other zoning designations may implement the General Plan (i.e., Specific Plans and Overlay Zones), which could further restrict maximum densities. For allowable densities within Specific Plan areas, please refer to the applicable Specific Plan.

Since allowable uses within the Institutional land use designation vary significantly (e.g., offices, transportation facilities, libraries, community centers, fire stations, etc.), the FAR for the Institutional designation also varies significantly.

du/ac = dwelling units per gross acre

FAR = Floor Area Ratio

RH = Single-Family Hillside Residential

C-R = Regional Commercial

PTO = Platinum Triangle Mixed-Use Overlay Zone

PR = Public Recreation Zone

RS = Single-Family Residential

C-G = General Commercial

(DMU) = Downtown Mixed Use Overlay Zone

(SC) = Scenic Corridor Overlay Zone

RM = Multiple-Family Residential

C-NC = Neighborhood Center Commercial

(MU) = Mixed Use Overlay Zone

O-L = Low Intensity Office Zone

T = Transition Zone

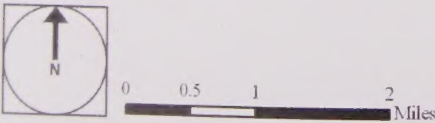
O-H = High Intensity Office Zone

SP = Semi-Public Zone

I = Industrial

OS = Open Space Zone

Areas of the City with Special Density Limitations



City of Anaheim

TABLE LU-4: GENERAL PLAN DENSITY PROVISIONS FOR SPECIFIC AREAS OF THE CITY

Location	General Plan Land Use Designations	Permitted Density
The Mountain Park Area	Low Medium Hillside Density Residential (Up to 6 du/ac)	485
	Low Medium Density Residential (Up to 16 du/ac)	2,015 (Up to 2,500 dwelling units)
Area "A" (Parcel Map 94-205)	Low-Medium Density Residential	Up to 140 dwelling units
The Disneyland Resort Specific Plan (SP 92-1) Area	Commercial Recreation	See Note No. 1 on next page.
The Anaheim Resort® Specific Plan (SP 92-2) Area	Commercial Recreation	See Note No. 2 on next page.
Hotel Circle Specific Plan (SP 93-1) Area	Commercial Recreation	The Hotel Circle Specific Plan allows for a master planned hotel project including up to 969 hotel rooms and integrated guest oriented amenities including full-service restaurants, conference room/banquet facilities, pool and spa areas, tour bus/shuttle facilities, and pedestrian promenades and plaza areas with comprehensive landscaping.
The Platinum Triangle Area	Mixed-Use	Up to 9,175 dwelling units at densities up to 100 dwelling units per acre; up to 3,265,000 s.f. of office development at maximum FAR of 2.00; and, up to 2,044,300 s.f. of commercial development at a maximum FAR of 0.40.
	Office High and Office Low	Up to 1,735,000 s.f. of office development at a maximum FAR of 2.0 for properties designated Office-High and a maximum FAR of 0.50 for properties designated Office-Low.



TABLE LU-4: GENERAL PLAN DENSITY PROVISIONS FOR SPECIFIC PLANS WITHIN THE ANAHEIM RESORT AND FOR THE PLATINUM TRIANGLE AREA (CONTINUED)

Note No. 1: The Disneyland Resort Specific Plan provides for the development of an approximate 489.7 acre international multi-day vacation designation resort including ongoing modifications to the Disneyland theme park, the development of a new theme park, additional hotels and entertainment areas, administrative office facilities, new public and private parking facilities, and an internal transportation system. This development is within five planning Districts (Theme Park, Hotel, Parking, Future Expansion and District A) and a C-R Overlay, which allows development within the Overlay to either be consistent with the underlying Resort District or subject to the same land uses as in the Anaheim Resort Specific Plan No. 92-2 Zone. The Disneyland Resort Specific Plan also identifies maximum development density designations for hotel/motel development in the Hotel District (up to 5,600 hotel rooms for the entire District with up to 1,000 hotel rooms transferable to the Theme Park District), in District A (the maximum number of units permitted would be 75 hotel/motel rooms per gross acre or 75 hotel/motel rooms per parcel existing on June 29, 1993, whichever is greater) and the C-R Overlay (the maximum number of units permitted on a parcel would be the following: 1) for parcels designated Low Density – up to 50 hotel rooms per gross acre or 75 rooms, whichever is greater; and 2) for parcels designated Medium Density – up to 75 hotel rooms per gross acre or 75 rooms, whichever is greater; provided that for those parcels that are developed with hotel/motel rooms which exceeded the maximum density designation, the number of rooms existing on the date of adoption of The Disneyland Resort Specific Plan Ordinance may be rebuilt or modified at their existing density.) It should be noted that accessory uses may be developed as well as other visitor-serving commercial/retail and restaurant uses along with these hotel/motel uses.

The Disneyland Resort Specific Plan also provides for the development of the Pointe Anaheim Lifestyle Retail and Entertainment Complex pursuant to the Pointe Anaheim Overlay at the following density and subject to the approval of Conditional Use Permit No. 4078 to permit the following: up to 634,600 gross square feet of retail/dining/entertainment uses; three to four hotels comprising 1,662 hotel rooms/suites (of which up to 200 units can be developed as vacation ownership resort units) with approximately 282,071 gross square feet of related accessory uses (the hotel rooms/accessory uses would encompass a maximum of 1,330,771 gross square feet) and, of that total, an approximate 133,630 gross square foot area on the top floor of the parking structure to be used for a hotel conference center; and, a 1,949,800 gross square foot parking structure with 4,800 striped parking spaces and 15 bus parking spaces at full buildout with a 10,200 gross square foot bus terminal/facility for airport transport and to/from sightseeing venues. The Pointe*Anaheim Overlay encompasses District A and the portion of the Parking District (East Parking Area)/CR Overlay south of Disney Way.

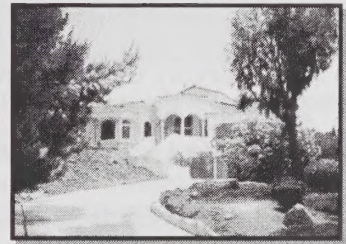
Note No. 2: The Anaheim Resort Specific Plan provides for the development of approximately 549.5 acres within the C-R (Commercial Recreation) District which allows for hotels, motels, convention and conference facilities, as well as restaurants, retail shops and entertainment facilities; the PR (Public Recreation) District which encompasses the Anaheim Convention Center and associated parking facilities and provides for the orderly use of City-owned property as well as the existing Anaheim Hilton Hotel; and, the Mobilehome Park (MHP) Overlay which encompasses existing mobilehome parks within the C-R District and provides development standards for mobilehome parks and regulations and procedures to mitigate relocation concerns and adverse effects of displacement upon mobilehome owners when a park is converted to another land use. The Anaheim Resort Specific Plan also identifies maximum development density designations in the C-R District. These designations are based upon hotel/motel development and allow up to 20% of each hotel/motel project gross square footage, excluding parking facilities, to be developed with integrated (i.e., included within the main hotel/motel complex) accessory uses. These accessory uses will reduce the otherwise maximum permitted hotel/motel density at the rate of one hotel/motel room per six hundred (600) gross square feet of accessory use. For properties proposed to be developed with permitted and conditionally permitted uses other than hotels/motels with accessory uses, the traffic generation characteristics of said uses shall not exceed those associated with the otherwise permitted hotel/motel (including accessory uses) density as determined by the City Traffic and Transportation Manager prior to Final Site Plan review and approval. The density designations are as follows: "Low Density," which has a maximum density of up to 50 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; "Low-Medium Density," up to 75 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; "Medium Density," up to 100 rooms per gross acre or 75 rooms per lot or parcel, whichever is greater; and, "Convention Center (CC) Medium Density," up to 125 rooms per gross acre with trip generation characteristics mitigated to the equivalent of 100 rooms per gross acre, or 75 rooms per lot or parcel, whichever is greater. For those parcels that are developed with hotel/motel rooms which exceed the maximum density designation, the number of rooms existing on the date of adoption of the Anaheim Resort Specific Plan Ordinance may be rebuilt or modified at their existing density.

Residential Designations

Anaheim offers a wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the characteristics described below, it should be noted that other uses may also be allowed in residential areas such as schools, parks, child care facilities, and other public/institutional uses that are determined to be compatible with and oriented towards the needs of the immediate neighborhood.

Estate (0-1.5 dwelling units per acre)

The Estate Density Residential designation provides for the development of large-lot single-family residences with a custom character. This category is typically implemented by the RH-1(SC) and RH-2(SC) zones. Typical development consists of single-family lots of 22,000 to 43,560 square feet. The permitted density range is from zero up to 1.5 dwelling units per gross acre. This land use designation is limited to the Hill and Canyon Area.



This home in the Hill and Canyon Area is a typical example of the Estate Density Residential Land Use Designation.

Low Density (0-6.5 dwelling units per acre)

The Low Density Residential designation provides for the development of conventional single-family detached houses. It is implemented by the RS-1, RS-2, RS-3 and RH-3 zones. Typical development consists of single-family lots of 5,000 to 10,000 square-feet. The permitted density range is from zero up to 6.5 dwelling units per gross acre. Over half of all residential land in Anaheim is designated as Low Density Residential.



This single-family home is reflective of the Low Density Residential Land Use Designation.

Low-Medium Hillside (0-6.0 dwelling units per acre)

The Low-Medium Hillside Density Residential designation provides for the development of both attached and detached single-family homes in hillside areas. The permitted density range is from zero up to 6 dwelling units per gross acre. Although the maximum density is similar to the Low Density Residential designation, the character of development can vary significantly. Lot sizes in these areas are typically smaller, having typical minimum lot sizes of less than 5,000 square-feet, due to the sloping topography and associated reduction in developable area. Development within this designation is often "clustered" in order to reduce site grading while maximizing the preservation of open space. The Low-Medium Hillside Density



This group of single-family homes is reflective of the Low Medium Hillside Density Residential Land Use Designation.



Residential designation is implemented by the RS-3(SC), RS-4(SC) and RM-2(SC) zones.

Low-Medium Density (0-18.0 dwelling units per acre)

The Low-Medium Density Residential designation provides for a wide range of residential uses, including detached, small-lot single-family homes, attached single-family homes, patio homes, zero lot line homes, duplexes, townhouses, and mobile home parks.

This category is implemented by the RS-4, RM-1, RM-2, and RM-3 zones. The permitted density range is from zero up to 18 dwelling units per gross acre.



These townhomes in the Anaheim Colony are one example of the many varieties of residential types that can be built in the Low-Medium Density designation.

Medium Density (0-36.0 dwelling units per acre)

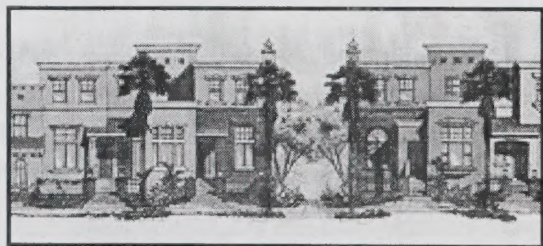
The Medium Density Residential designation is intended to provide a quality multiple-family living environment with design amenities, such as private open space or recreation areas, business services, swimming pools, etc. This category is typically implemented by the RM-3 and RM-4 zones. The permitted density range is from zero up to 36 dwelling units per gross acre. Typical development includes apartment complexes.



The Medium Density designation is intended for the development of quality, multiple-family housing that is attractively designed and scaled to contribute to the neighborhood.

Corridor Residential (0-13.0 dwelling units per acre)

The Corridor Residential designation is intended to provide for quality residential development on minimum one-acre project sites for single-family attached townhouse style housing typically fronting on arterial highways and incorporating a rear access drive or service alley. This designation is intended to provide for housing opportunities along the City's arterial corridors. This category is implemented by the RM-1 zone. The permitted density range for Corridor Residential is from zero up to 13.0 dwelling units per gross acre.



The Corridor Residential designation provides for single-family housing opportunities along Anaheim's arterial corridors.

Commercial Designations

Neighborhood Center (0.35 - 0.45 FAR)

The Neighborhood Center designation is intended to serve the surrounding residential neighborhood or cluster of surrounding residential neighborhoods. For those serving the surrounding neighborhood, Neighborhood Center uses could provide uses such as neighborhood-serving food markets, drug stores, restaurants, small hardware stores, child care centers, health clubs, and other retail and professional uses. Neighborhood Center areas that serve a cluster of neighborhoods could incorporate a mix of commercial uses including the uses identified above plus large grocery stores, appliance stores, neighborhood-serving restaurants, bakeries, banks, specialty shops, and some low intensity civic uses.



This commercial development, located at the southwest corner of Lincoln Avenue and Gilbert Street, provides an example of a Neighborhood Commercial center.

Neighborhood Center projects should be compatible in scale and design with adjacent residential areas, and should be designed to encourage pedestrian usage. The Neighborhood Center designation is not intended to encourage strip commercial development or large, regionally-serving, retail uses.

Regional Commercial (0.30 - 0.50 FAR)

Regional Commercial areas serve a larger area than Neighborhood Centers and include regional-serving commercial uses. Allowable uses could include large department stores, specialty stores, theaters, and restaurants. The Regional Commercial designation also allows for limited professional offices. The Anaheim Plaza and Anaheim Festival shopping centers are examples of such uses.



The Festival, located in the Hill and Canyon Area, is one of Anaheim's prominent Regional Commercial centers.

General Commercial (0.25 - 0.50 FAR)

General Commercial land uses include a variety of land uses, including those identified in the Neighborhood Center designation. Areas designated as General Commercial may, but do not necessarily, serve the adjacent neighborhood or surrounding clusters of neighborhoods. In addition to some of the uses described in the commercial centers, they typically include highway-serving uses such as fast food restaurants, auto-oriented uses such as tire stores, service stations, auto parts stores, and other stand-alone retail uses.



The General Commercial designation provides for a wide variety of commercial uses, including automobile sales.



Commercial Recreation

The Commercial Recreation land use designation applies to The Anaheim Resort. The designation is intended to provide for tourist and entertainment-related industries, such as theme parks, hotels, tourist-oriented retail, movie theaters, and other visitor-serving facilities. The Commercial Recreation designation is implemented by various Specific Plan Zones in The Anaheim Resort, which further define the maximum development intensities within this area.



Downtown Disney in The Anaheim Resort provides dining and shopping opportunities for visitors.

Office Designations

Office-Low (0.40 – 0.50 FAR)

The Office-Low land use designation allows for a variety of small-scale office uses, including local branches of financial institutions, legal services, insurance services, real estate, and medical or dental offices and support services. The Office-Low designation is intended to facilitate office development of up to three stories in height. Areas designated as Office-Low can develop as stand-alone projects or within a business park setting.



The Office Low designation provides for a variety of low-intensity office uses up to three stories.

Office-High (0.50 – 2.00 FAR)

The Office-High designation is intended for higher density office uses that have at least four stories. Office-High uses are focused in areas planned for more concentrated urban development such as The Platinum Triangle, key locations along transit routes, major intersections, or in close proximity to significant activity centers. Typical uses would include national or regional offices for financial institutions, Fortune 500 companies, and medical-related office complexes.

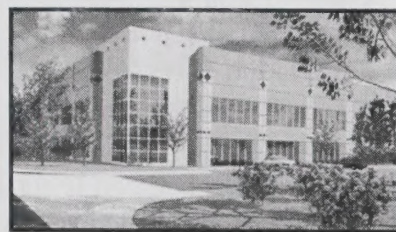


This Office-High designation is intended to be applied in areas planned for more concentrated urban uses such as the Anaheim Platinum Triangle.

Industrial Designations

Industrial (0.35-0.50 FAR)

The Industrial land use designation allows for a wide variety of industrial-related uses, including research and development uses, technology centers, corporate and support office uses; business parks, assembly and light manufacturing, repair and other service facilities; warehousing and distribution centers; and, limited, employee-serving retail uses.



The Industrial designation provides for a variety of uses, including research and development, repair services, wholesale activities, distribution centers, and manufacturing.

Mixed-Use Designation

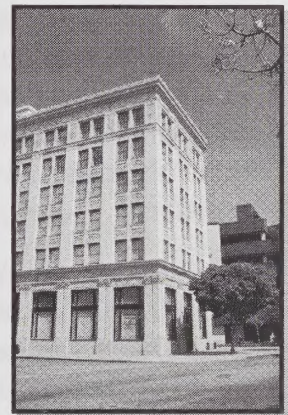
Mixed-Use

Areas designated as Mixed-Use are designed to function differently from the typical patterns of individual, segregated land uses. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment that serves as the center of activity for the surrounding area. The designation provides opportunities for an integrated mix of residential, retail, service, entertainment and office opportunities in a pedestrian-friendly environment. Because of their more intense, compact nature of development, Mixed-Use areas encourage the use of transit service and other forms of transportation, including pedestrian and bicycle travel.

Continuous commercial street frontage on the first and, perhaps, second floors, supported by residential and/or office uses above, is the typical pattern of vertically mixed land use. Uses may also be mixed in a horizontal, or multi-use, pattern. For example, freestanding structures may consist of a single use adjacent to structures with different uses on the same or adjacent parcel. Stand-alone uses within a multi-use project need to be integrated into an overall project design and connected to other adjoining uses by plazas, promenades, and landscaped corridors, and should include common architectural themes and signage. Typical residential uses could include apartments, live-work units, town homes, flats and artist-style lofts. Residential development in these areas emphasizes quality and offers a variety of amenities. Structured parking is an essential component in most-mixed-use developments.

The scale, size and mixture of uses in the mixed-use areas vary based upon the character of the surrounding area.

Depending upon a project's location, the Mixed-Use designation is implemented by one of three Zoning Code districts: the Downtown Mixed-Use Overlay; The Platinum Triangle Mixed-Use Overlay; and, for areas outside of The Platinum Triangle or Downtown areas, the Mixed-Use Overlay Zone.



The adaptive reuse of the historic Kraemer Building is an example of a vertically mixed-use development, with two floors of office space and four floors of residential lofts above.

Non-Residential Mixed-Use

The purpose of the Non-Residential Mixed-Use designation is to encourage a mix of commercial and office uses, but prohibit residential uses in certain areas, where residential uses are not compatible with surrounding land uses. This designation is limited to the Northeast Specific Plan area. All uses, densities and intensities, other than residential uses, that are permitted by the Mixed-Use designation are allowed within the Non-Residential Mixed-Use designation. Zoning provisions for this designation are included in the Northeast Area Specific Plan (SP-94-1).



Public and Quasi-Public Facilities Designations

Schools

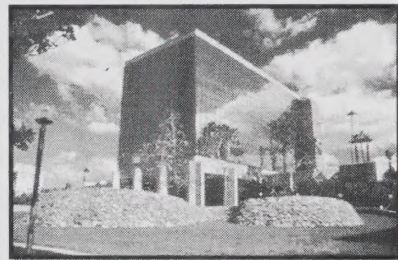
The Schools designation identifies existing public and larger, established private schools, including elementary, junior and high schools. Schools designated on the Land Use Plan are either existing facilities or known planned facilities. Future schools may be developed in other land use designations through procedures established in the Zoning Code.

Trade schools or other job training facilities may be developed in various non-residential land use areas under the procedures established in the Zoning Code.

Institutional (Up to 3.00 FAR)

The Institutional designation includes a wide range of public and quasi-public uses, including government offices, transportation facilities, public or private colleges and universities, public utilities, hospitals, large assisted living facilities, community centers, museums and public libraries. To the extent possible, institutional facilities should be clustered in activity centers to support other similar uses and benefit from access to various modes of transportation.

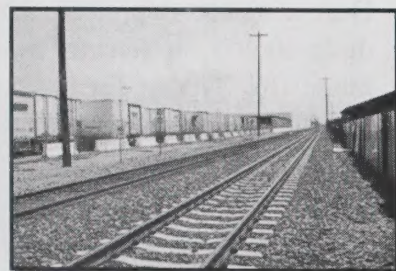
Institutional uses designated on the Land Use Plan are either existing facilities or known planned facilities. Additional uses, including assembly areas and day care facilities, may be developed in other land use designations under the procedures established in the Zoning Code. The maximum floor area ratio reflects the potential for high-rise offices used by governmental or quasi-public agencies. Additional intensity provisions are addressed in the Zoning Code.



The Institutional designation covers a wide variety of public and quasi-public land uses, such as government offices, hospitals, libraries, museums and the like.

Railroad

Two types of railroad operations serve travelers in Anaheim – passenger rail and commuter rail. The Southern California Regional Rail Authority (SCRRA) and the Orange County Transportation Authority (OCTA) provide commuter rail service via Metrolink while Amtrak provides passenger rail service. In addition, the Burlington Northern Santa Fe (BNSF) and the Southern Pacific Transportation Company (SPTC) provide freight rail service.



Metrolink railroad running through the industrial area of Downtown.

Railroads are identified on the Land Use Map because of their relationship with adjacent uses. While railroads provide a valuable service by transporting people and goods, they can also impact residential neighborhoods and other sensitive land uses due to the noise

and vibration associated with rail activity. Strategies to improve access to these facilities and minimize their potentially negative effects on sensitive uses are addressed in the Circulation and Noise Elements.

Intermodal Transportation Center

Anaheim is pursuing a major intermodal transportation center in The Platinum Triangle. The intermodal transportation center would fit into the urban, mixed-use environment planned for The Platinum Triangle, providing a multitude of transportation options for residents, employees and visitors of The Platinum Triangle and nearby Anaheim Resort area. The transportation center would be one of three major transportation centers located in Southern California, along with Union Station in Los Angeles and the Ontario International Airport in Ontario. The center would expand existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Anaheim Resort Transit shuttle service, and vehicular and bicycle modes. Five planned rail and bus services would be added into the hub, providing seamless intermodal access via the planned California-Nevada Super Speed Train, California High Speed Rail, Express Bus and Bus Rapid Transit (BRT) systems.

Open Space and Recreation Designations

The following open space and recreation land use designations identify Anaheim's major scenic, wildlife and recreational features on the Land Use Map. Standards for ancillary development within these areas are detailed in the Zoning Code and relevant Specific Plans. A comprehensive set of policies regarding the creation, protection and enhancement of these areas is provided in the Green Element.

Open Space

The Open Space land use designation includes those areas intended to remain in natural open space; utility easements that will provide recreational and trail access to Anaheim's residents; heavily landscaped freeway remnant parcels, and land areas surrounding major water features.

Parks

The Parks designation allows for active and passive recreational uses such as parks, trails, athletic fields, interpretive centers and golf courses.

Water Uses

The Water Uses designation applies to water bodies, such as the Santa Ana River, lakes, and reservoirs, and other water-related uses such as flood control channels and drainage basins.



PLAN OBJECTIVES

Several objectives have been developed to guide the future development of Anaheim, including those pertaining to several Community Policy Areas within the City. The following objectives summarize the general land use objectives that guide the development of the Land Use Plan and set the foundation for the Goals and Policies section of this Element. Discussion of Community Policy Areas and their respective goals and policies is found at the end of the Goals and Policies section.

It is important to note that many other important and related objectives, such as beautifying Anaheim, keeping Anaheim a safe place, and maintaining high levels of City services, are addressed throughout other Elements of the General Plan.

Objective: Plan for and accommodate projected growth

The ability to plan for and accommodate the City's projected growth is key to maintaining a stable, diversified economy, ensuring an adequate transportation system, and enhancing the quality of life for residents. The City uses a wide array of tools, including socioeconomic data, market analysis, infrastructure and transportation impact analyses and other data to help plan for Anaheim's Future. The use of such tools was an important component in the preparation of this Element.

Objective: Clarify land use designations

The Geographic Information System (GIS) based format of the Land Use Plan provides specificity in terms of identifying and understanding the land use designation established for individual properties and gives the City an increased ability to analyze land use patterns and acreage, estimate development projections, and understand potential traffic, infrastructure, environmental and fiscal impacts. The objective is to provide the public with a reliable estimate of the type and intensity of land uses allowed on their property and on surrounding properties and to provide them with a general image of how an area is intended to develop.

It is important to note that, in addition to the location and types of density and intensity described in the Land Use Element, policies regarding the quality of future development will be addressed through the Community Design Element and the Anaheim Colony Vision, Principles and Design Guidelines, and the Zoning Code.

Objective: Implement the Anaheim Vision through the Land Use Plan

In preparing this General Plan, the City, through extensive community input, developed the "Anaheim Vision" which provides the framework for the General Plan. Its introductory statement describes the City's vision as "... a mosaic of diverse people and thriving unified neighborhoods joined together by beautiful, accessible open spaces and well-landscaped roadways offering enhanced mobility for people and goods; safe place to

live, work and play; quality educational opportunities; engaging gathering places; world class entertainment; recreational, spiritual, and cultural amenities available for all; and a variety of economic opportunities for its workforce."

The Land Use Element, together with the other General Plan Elements, strives to implement this vision by:

- Providing and enhancing the City's image by encouraging new residential development along underutilized commercial corridors, concentrating and enhancing commercial uses at strategic intersections; creating new recognizable mixed-use areas, including the Downtown and The Platinum Triangle areas; protecting historic areas and residential neighborhoods from incompatible land uses; and protecting natural and open space resources;
- Providing a variety of residential land uses that offer diverse housing opportunities for Anaheim's equally diverse population;
- Providing open space and recreational opportunities in close proximity to neighborhoods;
- Reducing traffic impacts and encouraging alternative means of transportation by identifying land uses that are conducive to transit use or that minimize distances between residential, shopping and employment centers thereby encouraging pedestrian or bicycle travel;
- Promoting economic development by intensifying development potential in economic centers, identifying new residential development in proximity to these centers, and by ensuring a well-balanced mix of employment related land uses; and
- Preserving the historic character of the Anaheim Colony by limiting higher density land uses in historical, single-family residential neighborhoods.

Objective: Preserve the integrity of existing single-family neighborhoods

As housing demand and land values continue to rise in Orange County, it is anticipated there will be increasing trends toward higher density residential development. Planning for these trends can be seen as challenging given the objective of preserving the integrity of single-family neighborhoods, the staple of Anaheim's character.

To address these potentially competing objectives, however, the Land Use Plan identifies new areas for infill residential development that can be developed without compromising the integrity of Anaheim's established single-family neighborhoods. By strategically locating future multiple-family development in appropriate areas coupled with additional guidance provided by the Community Design Element aimed at enhancing the character



of single-family neighborhoods and ensuring quality multiple-family development, the Land Use Plan addresses this objective.

Objective: Revitalize neighborhood edges

Strip malls and stand-alone retail uses line many of the City's arterial corridors and form the edges of many neighborhoods, particularly in the western half of the City. A number of these neighborhood edges, however, are adjacent to underutilized commercial developments that detract from the image and character of surrounding neighborhoods. The Land Use Element strives to revitalize neighborhood edges by introducing a residential designation, Corridor Residential, to facilitate the conversion of the City's underutilized commercial areas into housing opportunity sites. Concurrently, specific goals and policies focus commercial uses at key intersections to take advantage of the exposure and accessibility offered by such locations.

Objective: Plan land uses that preserve and enhance Anaheim's economic assets

Anaheim enjoys a diversified economic base offering economic opportunities through tourism, entertainment, retail, office and industrial activity. The City is also home to a number of major economic centers, including The Anaheim Resort, The Platinum Triangle, and The Canyon. These areas represent key economic assets that must be preserved and enhanced for the long-term economic health of the City. The Land Use Element offers a variety of employment generating land uses in these areas to ensure their vitality.

In The Anaheim Resort, the Commercial Recreation land use designation reflects the visitor-oriented nature of the area. The plan also extends this designation along Harbor Boulevard, south of Orangewood Avenue, to create a visible, unified entry from the City's southern border.

In The Platinum Triangle, a vibrant mix of higher intensity office, retail and residential land use designations is intended to create an extremely dynamic urban place with well-integrated opportunities for housing, employment, shopping, entertainment and social interaction. The Platinum Triangle is envisioned to become the economic center of the region with a unique urban appeal and identity.

The Land Use Plan enhances The Canyon's industrial base with limited, strategically located office and mixed uses that take advantage of the area's location, visibility and access.

Objective: Ensure compatibility between adjacent land uses

One of the primary purposes of land use planning is to ensure compatibility between adjacent land uses. A number of uses, including industrial and commercial, are

strategically located in order to reduce the potential for conflict between these uses and residential neighborhoods. Also, as infill development intensifies and the potential for land use conflict arise, the need for strategic land use planning and impact mitigation increases in importance. The Land Use Element distributes land uses to minimize these impacts and, combined with the other General Plan elements and the Zoning Code, the potential for conflict is minimized.

Objective: Create dynamic, identifiable places

Residents and visitors enjoy communities they consider special, communities that provide a unique identity, create a “sense of place,” enhance social interaction, and foster civic pride. The growing popularity of revitalized downtowns, new mixed-use urban villages and walkable neighborhoods provide ample testimony to this growing desire to create and define special places.

The Land Use Plan provides for the creation or enhancement of many such special places. It lays the land use foundation for making Downtown the cultural, historic and civic center of Anaheim and creating an extremely dynamic urban place in The Platinum Triangle, with well-integrated opportunities for housing, employment, shopping, entertainment and social interaction on a scale never before seen in Anaheim.

The Land Use Plan alone, however, will not create these dynamic, identifiable places. Special policies related to land use and design are essential to ensuring a high level of quality as these places develop. The Community Policy Areas section of the Element focuses on individual areas of Anaheim, identifies the unique places within each area, and provides policies that foster their development. Furthermore, the Community Design Element provides more detailed goals, policies and guidelines that will help create and enhance the special character of these places.

Objective: Take advantage of existing and proposed transit corridors while minimizing traffic impacts

Anaheim’s freeway and transportation corridors move thousands of residents, employees and visitors past homes and businesses every day. Accordingly, lands adjacent to these corridors offer improved commercial and employment opportunities due to their visibility and accessibility. The City has recognized these opportunities in the past as evidenced by Anaheim’s established land use pattern. The Land Use Plan continues this trend and seeks to maximize opportunities along these corridors.

The Platinum Triangle is a prime example of an area that takes advantage of its multiple transportation opportunities. With excellent freeway access provided by the Santa Ana (I-5) and Orange (SR-57) Freeways and the nearby Garden Grove (SR-22) Freeway, a well-developed circulation network of arterial highways and Metrolink access adjacent to the Angel Stadium of Anaheim, the area is well-served by various modes of



transportation. Taking advantage of these transportation opportunities, as well as the area's proximity to The Anaheim Resort, the Land Use Plan identifies the area as a major economic center that brings people together in an integrated mix of office, retail, entertainment and residential opportunities.

Another example of an area that capitalizes on its transportation opportunities is The Canyon. The Land Use Plan recognizes the area's history as an important industrial corridor, but it also provides for additional uses that take advantage of its current transportation options. The Plan provides for mixed-use development adjacent to The Canyon Metrolink Station and identifies office uses in strategic locations along La Palma Avenue. These locations also take advantage of the visibility and access to the Riverside (SR-91) Freeway.

LAND USE BUILDOUT ANALYSIS

Providing a blueprint for the future development of Anaheim is one of the primary purposes of the General Plan. The Land Use Plan, which includes areas within Anaheim's sphere-of-influence, identifies 16,449 acres of residential land uses, 614 acres of mixed-use land uses, and 5,619 acres of other employment-generating land uses. Assuming a probable intensity for each of the land use designations, the land use plan provides for 129,308 dwelling units (see Table LU-5). Based on a factor of 3.3 persons per household (1.5 per household in mixed-use areas), the estimated build-out population of the Land Use Plan would be 404,263 persons.

Of the employment-generating land uses, the land use plan provides for a total of 1,150 acres of Neighborhood, Regional and General Commercial uses, 625 acres of office uses, and 2,677 acres of industrial uses. Combined with the office and retail employment generated by the Mixed-Use designation, the Land Use Plan would generate approximately 251,495 jobs using the probable intensity factors (FARs) for each non-residential land use designation (see Table LU-6).

While the Land Use Plan reflects a reduction in previously established residential densities for certain areas of the City such as The Colony and the Mountain Park Specific Plan area, introduction of mixed-use development throughout the City, including Downtown and The Platinum Triangle, as well as opportunities to redevelop underutilized mid-block commercial areas with residential land uses, will serve to expand future housing opportunities in Anaheim.

TABLE LU-5: RESIDENTIAL BUILDOUT ESTIMATES

Land Use Designation	Probable Density	Acres	Dwelling Units	Persons per Household	Population
RESIDENTIAL					
Estate (0-1.5 du/ac)	1.0	1,270	1,522	3.3	5,024
Low Density (0-6.5 du/ac)	4.0	10,219	41,357	3.3	136,477
Hillside Low-Medium Density (0-6.0 du/ac)	5.0	863	3,393	3.3	11,197
Low-Medium Density (0-18.0 du/ac)	13.0	1,974	21,775	3.3	71,380
Medium Density (0-36.0 du/ac)	24.0	1,938	46,214	3.3	153,474
Corridor Residential (0-13.0 du/ac)	13.0	187	2,425	3.3	8,001
Subtotal		16,449	116,834		385,552
MIXED USE					
Mixed Use	40.0	614	12,474	1.5	18,711
Subtotal		614	12,474		18,711
TOTALS		17,064	129,308		404,263

Notes:

The number of dwelling units for each designation is calculated by adding the number of existing dwelling units in areas of the City that are not anticipated to change to the number of units that are calculated by multiplying the gross acres of areas that are most likely to change by the probable residential densities, then by adding the assumed number of dwelling units for the Mountain Park Specific Plan described below.

"DUs in Areas Not Expected to Change" are the number of dwelling units in areas that are not likely to be further subdivided or areas that have a fixed buildout capacity through a specific plan. These are determined by: 1) adding the number of parcels in areas that are not likely to further subdivide; or 2) by referencing the number of units expected at buildout for areas addressed through specific plans (see Table LU-1).

The Mountain Park Specific Plan area assumes a total buildout of 2,500 dwelling units - 485 units of Low Medium Hillside Density and 2,015 units of Low Medium Density.

Mixed-Use densities and buildout projections for The Platinum Triangle are identified separately in Table LU-4.

Acres identified in this table are approximate.



TABLE LU-6: NON-RESIDENTIAL BUILDOUT ESTIMATES

Land Use Designation	Probable Intensity	Acres	Square Footage	Square Feet per Employee
COMMERCIAL				
Neighborhood Center (0.35-0.45 FAR)	0.35	230	2,634,509	400
Regional Commercial (0.30-0.50 FAR)	0.40	230	3,001,720	400
General Commercial (0.25-0.50 FAR)	0.30	690	6,765,630	400
Commercial Recreation	See Table LU-4	924	See Table LU-4	See Table LU-4
Office-Low (0.40-0.50 FAR)	0.40	406	5,304,301	285
Office-High (0.50-2.00 FAR)	1.00	9	307,098	285
Platinum Triangle Office	See Table LU-4	210	See Table LU-4	See Table LU-4
Subtotal		2,699	19,748,258	
INDUSTRIAL				
Industrial (0.35-0.50 FAR)	0.35	2,677	30,614,730	364-700
Subtotal		2,677	30,614,730	
MIXED USE				
Mixed Use (1.5-3.0 FAR)	1.50	614	10,179,368	285-400
Subtotal		614	10,179,368	
OPEN SPACE/RECREATION				
Parks (golf courses)	--	378	--	Up to 1 employee per acre
Parks	--	1,048	--	Up to 1 employee per acre
Open Space	--	5,012	--	--
Water Uses	--	1,226	--	Up to 1 employee per acre
Subtotal		7,664		
INSTITUTIONAL				
Institutional (0-3.00)	--	243	--	Varies by specific use
Subtotal		243		
SCHOOLS				
Schools	--	1,014	--	--
Subtotal		1,014		
TOTALS		14,911	60,542,356	

Notes:

Building intensities in The Anaheim Resort are specified in The Anaheim Resort, the Disneyland Resort and the Hotel Circle Specific Plans.

School employees were projected based on current ratios of school employees per capita population.

Mixed-Use building intensities and buildout projections for The Platinum Triangle are identified separately in Table LU-4.

Acreages identified in this table are approximate.

Goals & Policies

The following section describes land use goals and policies that, in conjunction with the Land Use Plan and accompanying density and intensity standards, guide future land development of the City. Goals and policies are divided into two subsections: those that apply Citywide and those that apply to specific Community Policy Areas.

In addition to these goals and policies, it is important to note that additional land use direction is provided through other General Plan Elements, the zoning code, and redevelopment plans.

CITYWIDE GOALS AND POLICIES

Neighborhoods

Neighborhoods in Anaheim are a major source of pride for residents and are defined by the quality of their homes, the diversity of their residents, the beauty of their streetscapes, and the availability of and access to, open space and recreation opportunities.

Most of the City's neighborhoods provide a high quality living environment for their residents. As neighborhoods age, however, it is important for the City to proactively create partnerships with residents, apartment owners and other "neighborhood stakeholders" to implement ongoing efforts in preserving the quality of life within neighborhoods.

As stated in the Anaheim Vision, "Anaheim is a mosaic comprised of a variety of unique neighborhoods with distinguishable character that, when viewed as a whole, create a strong, positive image." It is the intent of the Land Use Element and Land Use Plan to supplement on-going land use-related programs, Zoning Code development standards, and other General Plan policies to ensure that existing and future neighborhoods are consistent with the Vision.



GOAL 1.1:

.....
Preserve and enhance the quality and character of Anaheim's mosaic of unique neighborhoods.
.....

Policies:

- 1) Actively pursue development standards and design policies to preserve and enhance the quality and character of Anaheim's many neighborhoods.
- 2) Ensure that new development is designed in a manner that preserves the quality of life in existing neighborhoods.
- 3) Encourage future development to provide functional public spaces that foster social interaction.
- 4) Continue to implement the City's interdepartmental neighborhood improvement efforts in working with neighborhood stakeholders to create and implement long term plans for the most physically and socio-economically "challenged" neighborhoods.

Housing Opportunities

Growth projections indicate that Anaheim will grow from a population of over 330,000 in 2004 to a population of nearly 400,000 by the year 2030. As the City continues to mature, there will be a need to continue to offer a wide variety of housing opportunities for Anaheim's increasingly diverse community. Through the General Plan, Anaheim offers a wide variety of housing, including estate homes in the Hill and Canyon Area, suburban single-family neighborhoods throughout the City, as well as a diversity of multiple-family housing neighborhoods.

Most of the General Plan policies regarding housing are addressed in the Housing Element. The purpose of the Housing Element is to maintain, preserve, improve and develop a proper balance of housing. The following Land Use Element policies identified in Goal 2.1 are intended to support the goals and policies of the Housing Element and are reflected in the Land Use Plan.

GOAL 2.1:

.....
Continue to provide a variety of quality housing opportunities to address the City's diverse housing needs.
.....

Policies:

- 1) Facilitate new residential development on vacant or underutilized infill parcels.

- 2) Facilitate new residential development in The Platinum Triangle and Downtown.
- 3) Facilitate the conversion of the City's underutilized strip commercial areas into new housing opportunity sites.
- 4) Encourage the development and integration of residential land uses into mixed-use development where appropriate.
- 5) Encourage a mix of quality housing opportunities in employment-rich and transit accessible locations.
- 6) Ensure quality development through appropriate development standards and by adherence to related Community Design Element policies and guidelines.

Corridors

Public perception of a community is oftentimes influenced by the quality and character of a City's streetscape. While the City continues to pursue a variety of programs aimed at enhancing the appearance of its corridors (e.g. utility undergrounding, landscape improvements, entry monumentation, etc.), additional policies can serve to supplement these efforts.

The following goals and policies are not an exhaustive guide to shaping the future of Anaheim's corridors. Rather, they focus on land use strategies only. Strategies to improve their appearance are found in the Community Design Element; strategies to improve their economic performance are discussed in the Economic Development Element, and policies related to the landscaping of corridors are found in the Green Element.

GOAL 3.1:

Pursue land uses along major corridors that enhance the City's image and stimulate appropriate development at strategic locations.

Policies:

- 1) Designate existing underutilized mid-block commercial uses for residential development or other alternate land uses, where appropriate.
- 2) Concentrate commercial uses at key intersections.
- 3) Ensure quality development along corridors through adherence to established development standards and Community Design Element goals, policies and guidelines.



- 4) Continue to pursue additional open space, recreation, and landscaping amenities along major transportation routes.

GOAL 3.2:

Maximize development opportunities along transportation routes.

Policies:

- 1) Where appropriate, designate land adjacent to freeways, proposed Bus Rapid Transit stops and Metrolink stations for employment intensive land uses.
- 2) Support the development of a Bus Rapid Transit System in the City that provides transit access to commercial and office development opportunities.
- 3) Encourage and provide incentives for the consolidation of parcels to create development sites that are large enough to support quality development.

Compatibility

In a diverse City such as Anaheim, with its mix of residential, industrial, office and commercial land uses, achieving land use compatibility can be a delicate process. For instance, unless properly designed and mitigated, a number of uses, including industrial, commercial, and transportation facilities, can have potentially adverse effects upon adjacent residential neighborhoods or sensitive habitat areas. Potential impacts of commercial and industrial development, so important to Anaheim's economy, must be balanced with the needs of residential neighborhoods. Site planning, orientation of uses on site and buffering between adjacent properties will all be necessary to continue to achieve land use compatibility in Anaheim.

Furthermore, the utility easements and roadways that traverse the City can serve as a buffer between otherwise conflicting land uses, and can be used to link areas of the community together. In addition, Anaheim's multi-modal transportation system, with its obvious benefit of moving people and goods, will need to be carefully managed in order to minimize impacts upon adjacent development.

It should be noted that policies related to the integration and buffering of land uses are also incorporated into the Community Design Element.

GOAL 4.1:

Promote development that integrates with and minimizes impacts to surrounding land uses.

Policies:

- 1) Ensure that land uses develop in accordance with the Land Use Plan and Zoning Code in an effort to attain land use compatibility.

- 2) Promote compatible development through adherence to Community Design Element policies and guidelines.
- 3) Ensure that developers consider and address project impacts upon surrounding neighborhoods during the design and development process.
- 4) Require new or expanded uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.
- 5) Discourage additional multiple-family development in existing single-family neighborhoods.
- 6) Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural, public open space areas.

Creating Identifiable Places

Creating identifiable places where people can gather, shop, socialize and “people watch” is an important ingredient in achieving the Anaheim Vision. Fortunately, identifiable places are emerging throughout the City and will continue into the future. Downtown has witnessed revitalization as the historic, artistic, cultural and civic center of Anaheim; The Anaheim Resort is known throughout the United States and the world for its tourist-related development and convention center; and it is envisioned that The Platinum Triangle will become a thriving live, work and play destination.

Land use policies for specific places are addressed in the Community Policy Areas section of this Element. In addition to the Land Use Element policies, the Community Design Element and the Vision, Principles and Guidelines for The Platinum Triangle and the Colony provide extensive policies and guidelines for creating special places.

GOAL 5.1:

Create and enhance dynamic, identifiable places for the benefit of Anaheim residents, employees and visitors.

Policies:

- 1) Encourage mixed-use and commercial development that provides:
 - a) Safe, protected places for pedestrians to walk;
 - b) Attractive surroundings;
 - c) Opportunities for social interaction;
 - d) Comfortable places to sit and relax; and



- e) Interplay between the interior uses of buildings and outdoor activities, such as sidewalk cafes or tastefully designed outdoor merchandise displays.
- 2) Facilitate the development of residential land uses into mixed-use areas to provide a consumer and employment base for commercial and office uses.
- 3) Mixed-use and commercial centers should be physically linked with adjacent residential neighborhoods.
- 4) Promote development that is efficient, pedestrian-friendly, and served by a variety of transportation options.

Redevelopment and Revitalization

As the City continues to mature and approach build-out, vacant land for new development will be limited and developed areas will continue to mature. Protecting and building upon Anaheim's assets to capitalize on current and future growth dynamics will require redevelopment and revitalization strategies to enhance existing uses and bring new development to Anaheim. A more thorough discussion of redevelopment as an economic development strategy is addressed in the Economic Development Element. The following goal and policies are focused on land use.

GOAL 6.1:

.....
Enhance the quality of life and economic vitality in Anaheim through strategic infill development and revitalization of existing development.
.....

Policies:

- 1) Continue to provide special incentives and improvement programs (e.g., density bonuses, parking requirement reductions, low interest home improvements loans, Neighborhood Improvement Program, etc.) to revitalize residential neighborhoods, major business corridors and employment centers.
- 2) Promote the assembly of parcels to allow for more efficient development patterns wherever adjacent neighborhoods are not adversely impacted.
- 3) Continue on-going code enforcement efforts to ensure acceptable property maintenance standards.
- 4) Continue collaboration with the County of Orange to achieve acceptable development quality within unincorporated land located in Anaheim's sphere-of-influence.

- 5) Maintain on-going relationships with businesses, property owners and residents to facilitate quality infill development.

Jobs-Housing Relationship

Due to the strength of the City's economic activity centers, Anaheim has become an increasingly "job rich" city. According to the Southern California Association of Governments (SCAG), a jurisdiction that will achieve a jobs-housing ratio of over 1.35 by the year 2025 will generally be considered "job-rich."

Orange County is projected to have a jobs-to-housing ratio of 1.90 in 2025, becoming the greatest job rich subregion. Consistent with that ratio, Anaheim will achieve a projected jobs-to-housing ratio of 1.94 based on the Land Use Plan. The estimated ratio is generally consistent with *Orange County Projections-2000* (Center for Demographic Research at California State University at Fullerton), which projects a jobs-to-housing ratio of 2.18 for Anaheim in the year 2030.

To address the balance between jobs and housing, the Land Use Plan identifies several strategies, many of which are discussed previously in the Housing Opportunities section and others that are addressed in the Housing Element, to provide more housing opportunities.

It is important to note that, given the "built-out" nature of the City, opportunities to address jobs-housing balance are somewhat limited. The Land Use Plan identifies the following areas where opportunities for increased residential development do exist:

- **The Platinum Triangle.** This area, as described later in the Community Policy Areas section of the Land Use Element, is intended to become a dynamic, integrated mix of land uses in an urban, pedestrian-friendly environment. Previous plans for the area also called for a mix of uses, but prohibited residential uses. The General Plan Land Use Plan calls for the inclusion of high-quality, high-density residential uses, in a mixed-use setting, to provide housing opportunities for this core employment area.
- **Downtown.** The Land Use Plan introduces residential uses in a mixed-use setting to the Downtown core area. Residential uses will provide new opportunities for people who are looking to live in a new, safe, pedestrian friendly urban environment where they can gather, recreate and socialize.
- **Corridor Residential Uses.** The Land Use Plan designates several mid-block areas along the City's arterial streets for residential uses. These are intended to provide new residential opportunities to East and West Anaheim in lieu of underutilized mid-block commercial uses. Residential uses will be carefully designed to integrate with surrounding communities and adjacent commercial areas.

☞ For a comprehensive discussion of design policies and guidelines relating to The Platinum Triangle, Downtown, Corridor Residential Uses and other mixed-use areas, please refer to the Community Design Element.



- **Other Mixed-Use Areas.** In addition to the Downtown and Platinum Triangle, the Land Use Plan identifies a handful of other mixed-use areas (e.g., North Euclid Street adjacent to the North Orange County Community College, adjacent to The Canyon Metrolink Station, and at the intersection of State College Boulevard and Lincoln Avenue) located along some of the City's major transportation corridors. These areas will provide for new residential uses in close proximity to employment, retail and/or entertainment opportunities.

GOAL 7.1:

Address the jobs-housing relationship by developing housing near job centers and transportation facilities.

Policies:

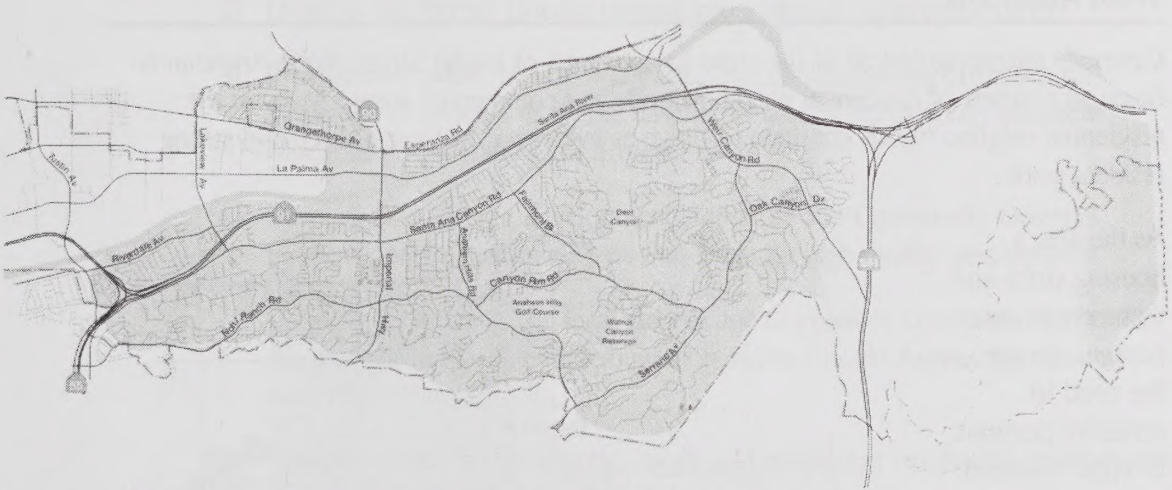
- 1) Address the jobs-housing balance through the development of housing in proximity to local job centers.
- 2) Develop housing that addresses the need of the City's diverse employment base.
- 3) Promote new residential development within Downtown, The Platinum Triangle, and other mixed-use districts, in accordance with the Land Use Plan.
- 4) Continue to pursue infill residential development opportunities at mid-block locations along the City's arterial streets as an alternative to underutilized commercial land uses.

COMMUNITY POLICY AREAS

As stated in the Anaheim Vision, Anaheim is "a mosaic of diverse people and thriving unified neighborhoods." This section of the Land Use Element provides goals and policies focused towards individual neighborhoods or areas of the City. As part of the Land Use Element, these policies focus on land use issues. Together with the other Elements of the General Plan and the Zoning Code, and ongoing neighborhood and capital improvement programs, these goals and policies will help create, preserve and enhance these community policy areas.

The Hill and Canyon Area

Since the 1960s, the Hill and Canyon Area has become home to thousands of hillside residents and one of Orange County's most desired communities. Scenic views, well-planned residential development, access to a variety of natural, scenic and recreational resources like the Santa Ana River, Deer Canyon Park Preserve and the Anaheim Hills Golf Course, all contribute to the sense of pride felt by area residents. The General Plan seeks to preserve those characteristics that make the Hill and Canyon Area a special place and to provide current and future residents with adequate community services and facilities. It is further intended to encourage and maintain living areas which preserve the amenities of hillside living and retain the overall lower density, semi-rural, uncongested character of the Santa Ana Canyon Area.



The area is also home to the Mountain Park Specific Plan area, located in Gypsum Canyon south of the Riverside (SR-91) Freeway. This development will provide a mix of residential uses; one school site; one neighborhood park site; and approximately 2,100 acres of open space.

GOAL 8.1:

Preserve natural, scenic and recreational resources; continue to ensure residential neighborhoods are safe, well-maintained, places to live; and continue to provide necessary community services and facilities.

Policies:

- 1) Encourage the preservation of scenic vistas and views through Green Element Policies and Zoning Code development standards.
- 2) Use existing utility line easements for open space and/or trail connections (enhance with landscaping where feasible).



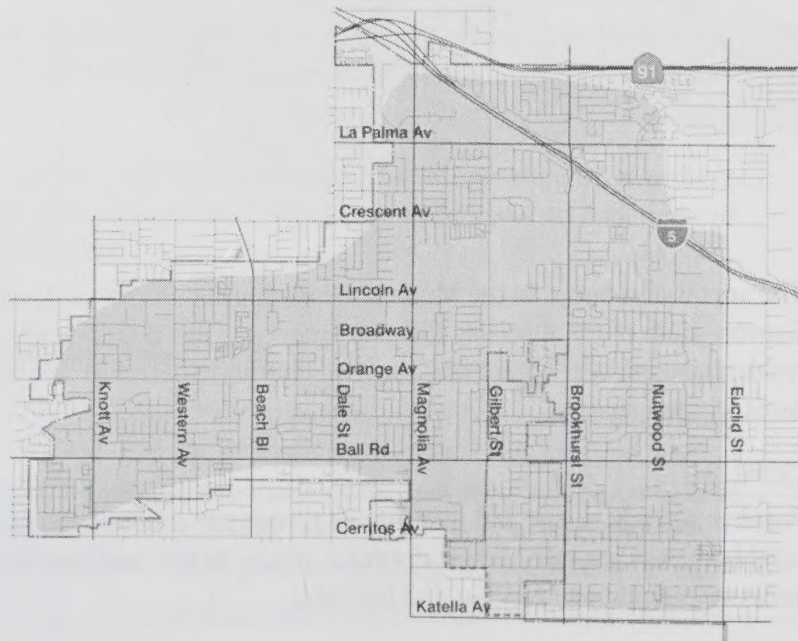
- 3) Provide adequate passive and active park and recreational resources through the goals and policies of the Green Element.
- 4) Ensure quality development through the policies and guidelines of the Community Design Element and Zoning Code development standards.
- 5) Maintain and upgrade conditions of existing commercial areas to ensure that they remain competitive with commercial facilities located outside the City.
- 6) Continue to work with Caltrans and OCTA to protect residential neighborhoods from bypass traffic impacts associated with congested conditions on the Riverside (SR-91) Freeway.

West Anaheim

Generally encompassing all of the areas located west of Euclid Street, West Anaheim is home to a variety of residential neighborhoods and commercial areas. Many of the residential neighborhoods continue to thrive as evidenced by their upkeep and strong resident pride.

As the area's housing stock and commercial areas continue to age, the need to revitalize portions of West Anaheim has grown. In response, the City has designated much of West Anaheim, particularly along its commercial corridors, as a redevelopment project area.

Efforts to improve West Anaheim have included City-initiated commercial and residential redevelopment projects, extensive outreach with West Anaheim stakeholders, detailed market studies, corridor landscape programs, and neighborhood improvement programs, among others. The General Plan and Land Use Plan recognize these efforts and provide comprehensive policies to strengthen the character and image of West Anaheim.



GOAL 9.1:

Establish and maintain a uniquely identifiable well-balanced community that is an attractive and safe place to live, work, visit, learn and retire, supported by quality, family-oriented neighborhoods and businesses.

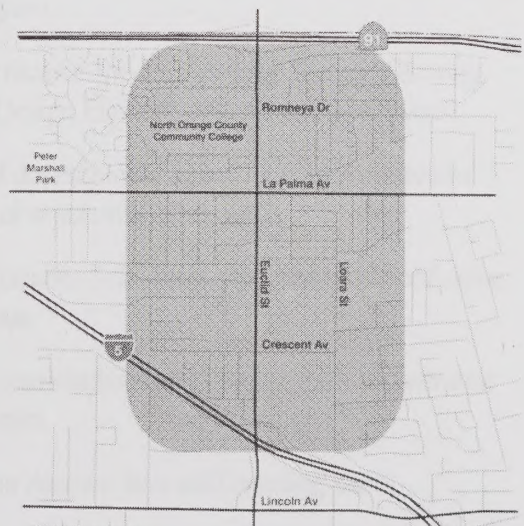
Policies:

- 1) Revitalize neighborhoods targeted through the City's Neighborhood Improvement Program consistent with approved improvement plans.
- 2) Consolidate retail development into premium locations and replace declining mid-block commercial areas with residential and community-serving civic uses.
- 3) Develop the former Lincoln Landfill into a vibrant commercial center.
- 4) Provide recreation, bicycle and pedestrian circulation opportunities on powerline easements (e.g., the easement running north-south between Magnolia Avenue and Dale Street).
- 5) Maintain and enforce development standards and Community Design Element policies and guidelines that promote high quality development.
- 6) Continue to improve the local streetscape to enhance economic viability of the area, including the implementation of the Lincoln Avenue Master Landscape Plan.
- 7) Preserve single-family neighborhoods and encourage residential development that promotes home ownership.

North Euclid Street

Generally located on both sides of Euclid Street between the Riverside (SR-91) Freeway to the north and the Santa Ana (I-5) Freeway to the south, the north Euclid Street area serves as a major gateway into the City. Euclid Street and La Palma Avenue serve as the primary transportation spine and frame several multiple-family and single-family neighborhoods.

Established in 2002, the North Orange County Community College District's Anaheim Campus is located here, just north of La Palma Avenue and west of Euclid





Street. The College provides a variety of educational opportunities for Anaheim's residents and workforce. As Anaheim's only public college, the campus draws a variety of the City's residents and employees, as well as those from surrounding communities, and serves as a potential catalyst for future development.

GOAL 10.1:

Create new development opportunities that work synergistically with the North Orange County Community College and that enhance the area's image as a City gateway.

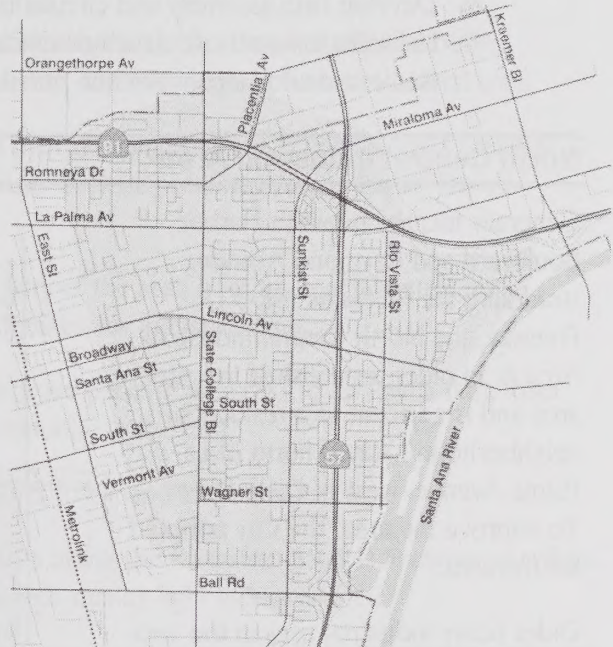
Policies:

- 1) Promote uses around the North Orange County Community College site that maximize the school's potential as an activity center that draws students and employees to the area.
- 2) Intensify professional office uses and commercial uses near the intersection of Euclid Street and La Palma Avenue.
- 3) Encourage mid-block residential development along Euclid Street and La Palma Avenue as an alternative to aging strip commercial development.
- 4) Pursue the development of a new park site in the North Euclid Street area near the community college site to provide a recreational amenity for surrounding neighborhood residents, future students and faculty, and the employees generated by the intensification of commercial and office uses at the intersection of La Palma Avenue and Euclid Street.
- 5) Ensure quality development and enhance the image of the North Euclid Street area through Zoning Code development standards and implementation of Community Design Element policies and guidelines.

East Anaheim

East Anaheim is home to several single- and multiple-family neighborhoods. Like West Anaheim, many neighborhoods continue to thrive, but some neighborhoods and commercial areas have experienced a decline in vitality and appearance.

The Land Use Plan encourages a mix of residential uses along State College Boulevard and Lincoln Avenue to stimulate quality residential development at mid-block locations and retail opportunities at key intersections. In addition, the Land Use Plan provides for a new, pedestrian-friendly, mixed-use neighborhood at the northwest corner of State College Boulevard and Lincoln Avenue, as an alternative to existing land uses.



GOAL 11.1:

Preserve and enhance the character of East Anaheim neighborhoods and revitalize aging multiple-family residential neighborhoods and commercial areas.

Policies:

- 1) Revitalize multiple-family neighborhoods targeted through the Neighborhood Improvement Program.
- 2) Ensure quality development and enhance the area's image through Zoning Code standards and Community Design Element policies and guidelines.
- 3) Convert underutilized commercial development along Lincoln Avenue and State College Boulevard to a mix of residential land uses.
- 4) Expand the City park adjacent to Lincoln School to create an enhanced open space amenity along Lincoln Avenue.
- 5) Pursue landscaping and entryway treatments along Lincoln Avenue between East Street and the eastern City limits.
- 6) Convert oil well sites along Jackson Avenue into infill housing sites.

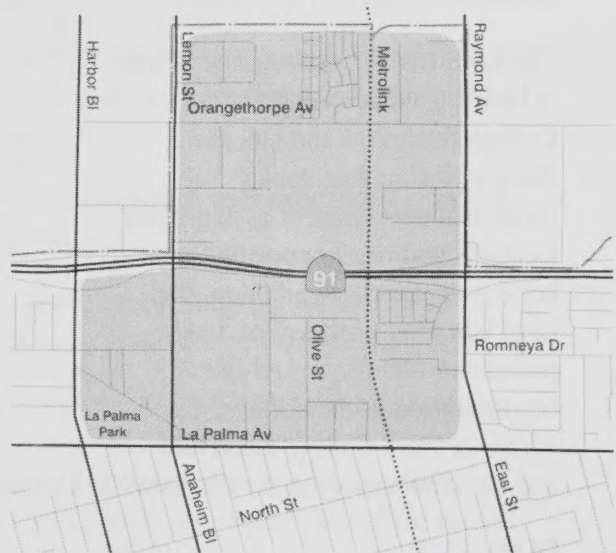


- 7) Develop strategies to improve the commercial center at the northeast corner of Rio Vista Street and Lincoln Avenue.
- 8) Develop land assembly and circulation improvement strategies and incentives to facilitate mixed-use development at the intersection of State College Boulevard and Lincoln Avenue pursuant to the Land Use Plan.

North Central Industrial Area

Generally located between Harbor Boulevard and Raymond Avenue, straddling the Riverside (SR-91) Freeway, the North Central Industrial Area is an older, established industrial area and is adjacent to a residential neighborhood located north of La Palma Avenue, west of Olive Street. To improve the area, the City adopted for the area.

Older heavy industrial uses in the area have gradually transitioned to lighter, cleaner industrial uses. Addressing compatibility issues between established residential and industrial uses will remain a priority for the area.



The potential for the continued expansion of La Palma Park will provide the City with an opportunity to provide surrounding residential neighborhoods with added park and recreational facilities. The Land Use Plan also identifies a mixed-use area along La Palma Avenue to take advantage of future transit opportunities.

GOAL 12.1:

Encourage the on-going transition of the North Central Industrial Area into a high-quality light industrial area that is sensitive to adjacent residential neighborhoods.

Policies:

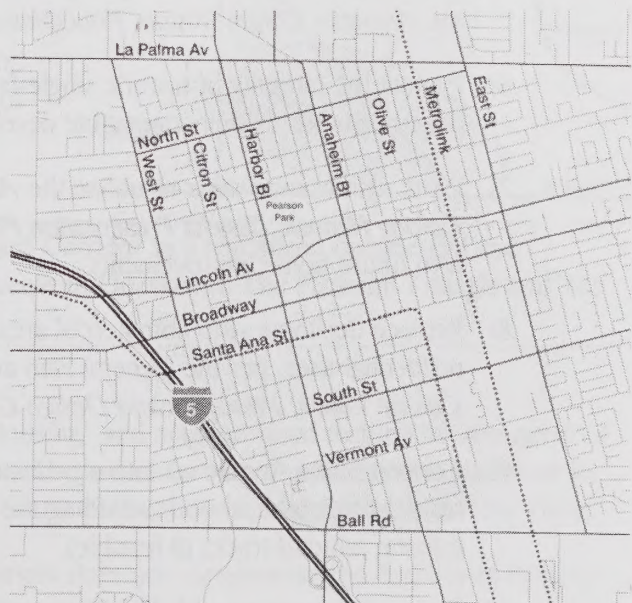
- 1) Pursue various neighborhood improvements (e.g., continued undergrounding of utility lines, continuous sidewalks and links to nearby retail centers and transit stops, additional landscaping along arterial streets, enhanced entryways into neighborhoods, etc.) to improve the livability of existing residential areas.

- 2) Encourage the on-going transition of heavy industrial uses to “cleaner” light industrial uses pursuant to the Zoning Code and General Plan land use designations.
- 3) Require development standards that provide adequate physical buffers between existing residential uses and expanded or future industrial uses.
- 4) Support OCTA’s efforts to provide enhanced bus service along La Palma Avenue and intensify land uses in close proximity to Bus Rapid Transit stop(s).
- 5) Preserve the industrial integrity of the area from encroachment of non-industrial uses in areas designated for industrial uses.
- 6) Explore opportunities to improve pedestrian access to La Palma Park from the adjacent residential community to the east.
- 7) Continue on-going City efforts to expand La Palma Park.
- 8) Continue beautification efforts along the Riverside (SR-91) Freeway to reflect the vision for this area as a high-quality light industrial area.

The Colony and Downtown

Bordered by the original boundaries of the City (North, South, East and West Streets), the Anaheim Colony is home to most of Anaheim’s historic resources, including the original Mother Colony House and a large number of State and nationally designated historic structures. It is also home to the City’s Downtown and Civic Center.

As stated in the *Anaheim Colony Vision, Principles and Design Guidelines*, the Colony and Downtown area serve as the cultural, artistic, historic and civic center of the City.



The Land Use Plan encourages the development of Downtown as a mixed-use core that will become one of the most recognizable downtowns in Orange County. Land use



strategies include the introduction of mixed-use development into the Downtown core and the transition of older industrial areas to residential neighborhoods (e.g., the Santa Ana Street corridor). Downtown will be a place where Anaheim residents can gather, shop, work, socialize and recreate. A comprehensive approach to ensuring quality development in the area is provided in the Community Design Element.

GOAL 13.1:

Continue to enhance Downtown as the cultural, artistic and civic center of Anaheim.

Policies:

- 1) Encourage adherence to the *Anaheim Colony Vision, Principles and Design Guidelines* for new development in the Colony and Downtown areas.
- 2) Ensure that Downtown maintains a mix of uses attractive to broad segments of Anaheim's population and that stimulate activity during day and evening hours, every day of the week.
- 3) Downtown shall be accessible and connected by multiple modes of transportation including pedestrian, bicycle, transit and automobile.
- 4) Encourage the preservation and protection of buildings of historical significance.
- 5) Intensify and revitalize strategically located commercial sites in keeping with the *Anaheim Colony Vision, Principles and Design Guidelines*.
- 6) Protect the integrity of historic single-family neighborhoods from incompatible development.
- 7) Work with homeowners to utilize the *Anaheim Colony Historic District Preservation Plan* to assist with future home improvements.
- 8) Replace declining strip commercial areas with residential uses, per the General Plan and *Anaheim Colony Vision, Principles and Design Guidelines*.
- 9) Convert Santa Ana Street into a pedestrian-friendly residential neighborhood, including the removal of existing railroad tracks (if feasible).
- 10) Connect Downtown with The Platinum Triangle using the Olive Street railroad right-of-way for pedestrian, bicycle, and/or transit use.
- 11) Continue to improve aging multiple-family neighborhoods through the Neighborhood Improvement Program.

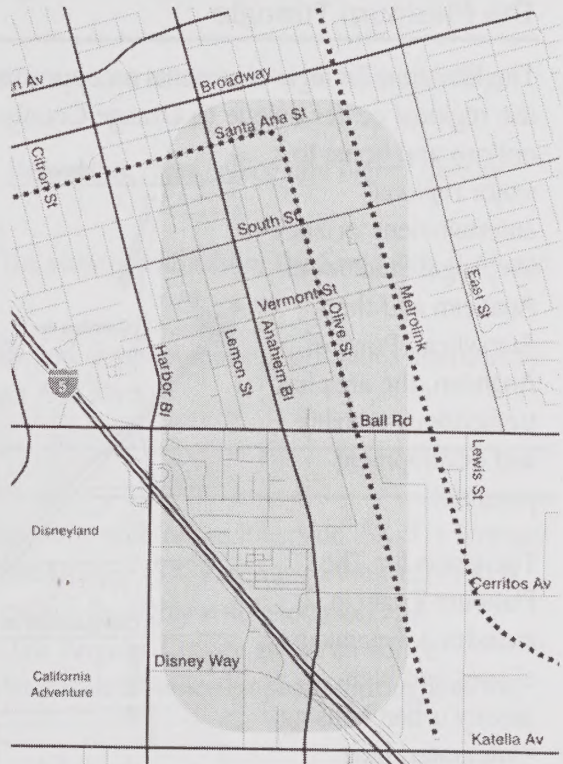
☞ **The Anaheim Colony Historic District Preservation Plan**, with basic guidelines, encourages property owners to take special care in preserving, protecting, or enhancing historic buildings. Homeowners are encouraged to undertake any alterations in accordance with these guidelines, and seek financial assistance, incentives, or preservation resources made available by the City, preservations, and neighbors within the District.

- 12) Explore opportunities to preserve the orange grove on Santa Ana Street near Harbor Boulevard as a community amenity.
- 13) Encourage the transition of older industrial areas to residential neighborhoods containing a variety of high quality housing.

South Anaheim Boulevard

South Anaheim Boulevard serves as the major link between Downtown, The Platinum Triangle and The Anaheim Resort. The City has undertaken a series of beautification efforts to visually enhance the area. Current land uses in the area include a variety of residential, commercial and industrial uses as well as some office uses that complement the adjacent Western Medical Center Hospital.

In order to address the area's revitalization needs, the City adopted a redevelopment plan and the South Anaheim Boulevard Corridor Code Overlay Zone. The Land Use Plan for this area is consistent with the goals of these plans.



GOAL 14.1:

Establish the South Anaheim Boulevard Corridor as a revitalized commercial and residential area that serves as a link between Downtown, The Platinum Triangle and The Anaheim Resort.

Policies:

- 1) Encourage "Boulevard Housing" and neighborhood residential uses north of Ball Road with neighborhood commercial uses at intersections, pursuant to redevelopment plan and South Anaheim Boulevard Corridor Overlay Zone.
- 2) Ensure that new development does not compromise the livability of existing residential neighborhoods.
- 3) Promote land uses that build upon and enhance the nucleus created by Western Medical Center.

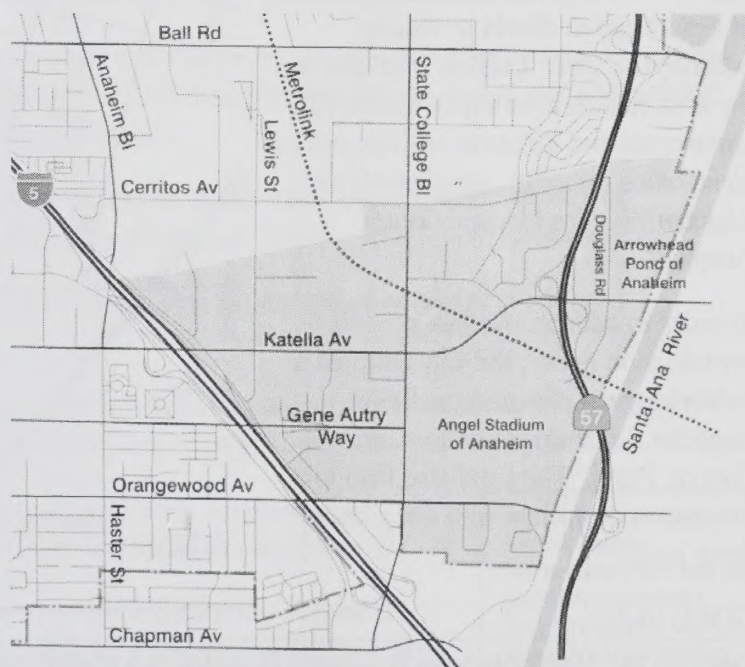


- 4) Promote commercial uses between Ball Road and the Santa Ana (I-5) Freeway that take advantage of freeway accessibility and visibility and proximity to The Anaheim Resort and The Platinum Triangle.
- 5) Ensure quality development through adherence to applicable Zoning Code development standards and the Community Design Element policies and guidelines.

The Platinum Triangle

The Platinum Triangle represents an opportunity for the City to create a vibrant, mixed-use regional center unique to Orange County. Served by a multitude of transportation options and home to major regional entertainment facilities like Angel Stadium of Anaheim and the Arrowhead Pond of Anaheim, the area has tremendous visibility and development potential.

The vision for The Platinum Triangle includes a dynamic mix of uses and high-density urban housing - integrated by a carefully planned



network of pedestrian walkways, streetscape improvements and public spaces - that will create an urban environment of a scale unique to Orange County. The combined attraction of shopping, entertainment, office, residential and recreational uses will provide residents, workers and visitors with one of the most vibrant and exciting urban places in the region.

The land use designations assigned to properties within The Platinum Triangle are intended to afford property owners an additional layer of land use options beyond those provided by a property's underlying zone designation. For example, a property which is zoned and utilized for industrial use but designated "Mixed Use" on the Land Use Plan shall not be restricted from operating, expanding or subdividing in conformance with its underlying industrial zone designation.

GOAL 15.1:

Establish The Platinum Triangle as a thriving economic center that provides residents, visitors and employees with a variety of housing, employment, shopping and entertainment opportunities that are accessed by arterial highways, transit systems and pedestrian promenades.

Policies:

- 1) Continue more detailed planning efforts to guide the future development of The Platinum Triangle.
- 2) Encourage a regional inter-modal transportation hub in proximity to Angel Stadium of Anaheim.
- 3) Encourage mixed-use projects integrating retail, office and higher density residential land uses.
- 4) Maximize and capitalize upon the view corridor from the Santa Ana (I-5) and Orange (SR-57) Freeways.
- 5) Maximize views and recreational and development opportunities afforded by the area's proximity to the Santa Ana River.

The Canyon

This 2,450-acre business center borders the north side of the Riverside (SR-91) Freeway between Imperial Highway to the east and the Orange (57) Freeway to the west, and is considered a major regional employment center. Its highly visible location and accessibility to both the Inland Empire and Los Angeles County give it an added advantage. The Land Use Plan maintains the industrial/office emphasis throughout the





area. The Plan enhances these uses by identifying more intense office uses in close proximity to major transportation facilities and to take advantage of views and access to the Riverside (SR-91) Freeway. The Plan also identifies a major transit-oriented mixed-use node adjacent to the Metrolink Station.

As an ongoing effort to improve the image of the area and stimulate economic development, the City will continue to work with the Orange County Water District to explore opportunities to improve the aesthetics of, and consider alternative uses for, areas along the Santa Ana River and settling/percolation basins.

GOAL 16.1:

Preserve and project the image of The Canyon as one of the most prominent business centers in Orange County.

Policies:

- 1) Intensify land uses in close proximity to the Metrolink Station.
- 2) Facilitate a dynamic mix of uses and create a distinctive employment setting through adherence to policies in the Community Design Element related to The Canyon.
- 3) Intensify uses in close proximity to bus stops along La Palma Avenue, a future enhanced bus system route.
- 4) Improve pedestrian mobility through the addition of sidewalks (e.g., on La Palma Avenue near the Metrolink Station).
- 5) Take advantage of freeway accessibility and visibility by intensifying office uses along the south side of La Palma Avenue, pursuant to the Land Use Plan.
- 6) Protect and enhance the integrity and desirability of industrial sites from non-industrial uses.
- 7) Improve landscaping along the edge of the Santa Ana River and settling basins in cooperation with the Orange County Water District.
- 8) Work with the Orange County Water District to expand upon the development potential of the water percolation basins located in the area.
- 9) Ensure quality development through Zoning Code development standards and the Community Design Element policies and guidelines.



INTRODUCTION

As the City of Anaheim continues to grow, it is essential that the General Plan be updated to reflect the current and future needs of the community. This document provides a vision for the future of the City of Anaheim and serves as a guide for the development of the General Plan.

Circulation Element

The Circulation Element is a key component of the General Plan. It provides a vision for the future of the City of Anaheim and serves as a guide for the development of the General Plan. The element focuses on the following key areas:

ACHIEVING THE VISION

The City of Anaheim is committed to achieving the vision of the Circulation Element. This commitment is reflected in the following key areas:

The major purpose of the Circulation Element is to provide a vision for the future of the City of Anaheim. The vision is based on the following key areas:

The Circulation Element is a key component of the General Plan. It provides a vision for the future of the City of Anaheim and serves as a guide for the development of the General Plan.

- Providing a vision for the future of the City of Anaheim
- Providing a guide for the development of the General Plan

INTRODUCTION

An efficient and effective circulation system is a fundamental need of the City and its residents, businesses and visitors. Anaheim's transportation infrastructure affects the City's quality of life in a variety of ways.

As the County's second largest city and home to several world-class and regional tourist destinations, Anaheim serves the mobility needs of over 330,000 residents and accommodates traffic from millions of visitors every year. The City also serves as a regional hub that is traversed by one interstate freeway, five State highways, and two toll roads. This important regional setting requires that the City coordinate its circulation system with State, county and regional transportation plans.

ACHIEVING THE VISION

The Circulation Element is more than the description of a transportation system – it is an infrastructure plan that addresses the mobility of people, goods and services, energy, water, sewage, storm drainage, and communications. It affects land use patterns, air quality, open space, habitat planning, noise, energy use, and community appearance.

The major purpose of the Element is to design and improve a circulation system to meet the current and future needs of all Anaheim residents and visitors. Such a system should have the following four components: equity, effectiveness, efficiency and foresight. It should be equitable by being accessible to all economic segments of the City to make everyone's lives more convenient. The system must be effective if it is to carry out the goals of this Element. It should be efficient by making use of existing infrastructure wherever practical. Finally, it should have the foresight to accommodate future growth and preserve important transportation routes for future planning needs.

The Circulation Element helps achieve the Anaheim Vision by:

- ▶ Facilitating the design and operation of arterial streets;
- ▶ Exploring the use of mass transit with multiple modes;



- ▶ Encouraging traffic calming strategies that enhance pedestrian safety and increase the livability of neighborhoods;
- ▶ Identifying linkages of bicycle and pedestrian paths in proximity to residential, commercial, civic, educational, recreational and institutional uses; and
- ▶ Providing for the efficient mobility of people and goods.

RELATIONSHIP TO OTHER ELEMENTS

State planning law not only requires that a General Plan include a Circulation Element, it mandates that it be directly correlated to the Land Use Element. The relationship between the Circulation and Land Use Elements is one of the most critical – the circulation system must be able to accommodate the traffic that is generated by virtue of the City's Land Use Plan. The Growth Management and Public Services and Facilities Elements are also tied to Circulation and Land Use; the policies identified in these four Elements work together to ensure that the provision of City services and infrastructure keeps pace with new development and subsequent changes in population and employment. In addition, the Circulation Element is directly linked to the Economic Development Element since the efficient movement of employees, visitors, residents and goods throughout the City is a critical factor to strengthening Anaheim's economy. Circulation is also linked to the Community Design Element because of its direct effect on the City's image and character and it is also closely related to the Noise Element because of the potential noise impacts that can be created by all forms of transportation.

RELATIONSHIP TO OTHER PROGRAMS

The Circulation Element must be consistent with County and regional transportation plans. In addition to the Orange County Congestion Management Program (CMP) and the County of Orange Master Plan of Arterial Highways (MPAH) discussed later in this Element, circulation is also related to the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP) and the long-range transportation plan for Orange County, prepared by the Orange County Transportation Authority (OCTA).

SCAG is the region's Metropolitan Planning Organization (MPO) and is responsible for establishing the overall long-term mobility policies for the movement of people and goods in Southern California. These policies are presented in SCAG's Regional Transportation Plan (RTP). In order for local projects to receive State or Federal funding, they must be consistent with the RTP.

OCTA is the County Transportation Commission (CTC) for Orange County and plans, funds and operates transportation projects and services for the County. As the CTC, the OCTA is responsible for producing the Long-Range Transportation Plan for the County. Projects and programs in OCTA's Plan are incorporated in SCAG's RTP, making State

and Federal funding available and resulting in consistent planning at the County, regional, and statewide levels.

OCTA's long-range transportation plan is developed in three tiers. Tier 1 is the baseline scenario, which includes only projects that have already been approved and are being implemented. Tier 2 is the "Balanced Plan," which includes all projects in the baseline scenario plus other improvements that are reasonably expected to be fundable. Tier 3 includes a needs-based element and is unconstrained by funding expectations. As the "Balanced Plan" considers funding expectations and includes projects that are likely to be constructed or implemented, this plan was utilized in the development of the Circulation Element to ensure consistency with regional circulation plans.

The following table provides a summary of the projects included in the Circulation Element, categorized by project type and location. The table is organized into columns for project type, location, and project description.

Table 1: Circulation Element Projects

The Circulation Element, developed by the City of Anaheim, is a key component of the City's General Plan. It provides a framework for the City's transportation system, including the development of new roads, bridges, and transit facilities. The Element also addresses the need for improved traffic flow and safety, and provides for the development of a comprehensive network of bicycle and pedestrian facilities.

Table 2: Circulation Element Projects

The Circulation Element is a key component of the City's General Plan. It provides a framework for the City's transportation system, including the development of new roads, bridges, and transit facilities. The Element also addresses the need for improved traffic flow and safety, and provides for the development of a comprehensive network of bicycle and pedestrian facilities.

- **Statewide Transportation Improvement Program (STIP):** The STIP is a key component of the State's transportation system. It provides a framework for the development of new roads, bridges, and transit facilities. The STIP also addresses the need for improved traffic flow and safety, and provides for the development of a comprehensive network of bicycle and pedestrian facilities.
- **Regional Transportation Improvement Program (RTIP):** The RTIP is a key component of the Region's transportation system. It provides a framework for the development of new roads, bridges, and transit facilities. The RTIP also addresses the need for improved traffic flow and safety, and provides for the development of a comprehensive network of bicycle and pedestrian facilities.



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GOALS AND POLICIES

The following section identifies critical transportation issues and circulation components, maps the various circulation network components, and provides goals and policies that support the City's vision of an efficient transportation system that serves all of Anaheim's residents, businesses and visitors.

Future Roadway System

The Planned Roadway Network map, shown in Figure C-1, identifies the roadway system that is planned to accommodate current development and future growth established by the Land Use Element and necessary to maintain appropriate levels of service. It is important to note that the local street system, which generally serves residential neighborhoods and industrial areas, is not a part of or reflected in the Planned Roadway System map.

Arterial Streets

The streets reflected on the Planned Roadway Network map are classified as scenic expressways, smartstreets, major arterials, primary arterials, secondary arterials, and collector streets. These classifications are consistent with those of the County of Orange Master Plan of Arterial Highways (MPAH). The street classifications shown on the map reflect the planned classifications, not necessarily existing conditions. A brief description of each of the roadway classifications is provided below. It is important to note that there are some exceptions to each classification and that individual streets may have modified standards.

- **Scenic Expressway:** Divided roadways that have restricted access, serve intercity traffic, and provide scenic vistas. This four to six lane divided facility has a right-of-way that varies from a width of 106 to 148 feet. Weir Canyon and Santa Ana Canyon Roads are both scenic expressways.
- **Resort Smartstreet:** Divided roadways that are six or eight lanes with a typical right-of-way width of 120 to 166 feet. Smartstreets improve roadway traffic capacity



through a variety of measures such as traffic signal synchronization, bus turnouts, intersection improvements, removing on-street parking and consolidating driveways.

- **Stadium Smartstreet:** Divided roadways that are six or eight lanes with a typical right of way width of 130 to 144 feet. This facility utilizes capacity improvements similar to the Resort Smartstreet.
- **Major Arterial:** Roadways that connect to freeways and typically have six lanes, a median, left turn pockets, parking lanes adjacent to each curb and a right-of-way width of 120 feet.
- **Primary Arterial:** Roadways that provide for circulation within the City and to its adjacent communities. Primary arterials are typically six lane divided facilities with no parking or four lane divided with left turn pockets and two parking lanes. The typical right-of-way width of a primary arterial is 106 feet.
- **Hillside Primary Arterial:** Roadways that provide for circulation within the City and to its adjacent communities. Primary arterials are typically six lane divided facilities with no parking or four lane divided with left turn pockets and two parking lanes. The typical right-of-way width of a hillside primary arterial is 106 feet in areas without driveway access and 118 feet in areas in areas with driveway access.
- **Secondary Arterial:** Roadways that provide for circulation within the City. Secondary arterial facilities are four-lane roadways, with two parking lanes, that are undivided. These facilities have a typical right-of-way width of 90 feet.
- **Hillside Secondary Arterial:** Roadways that provide for circulation within the City. Hillside secondary arterial facilities are four-lane roadways, with two parking lanes, that are undivided. These facilities have a typical right-of-way width of 66 feet without driveway access and 78 feet with driveway access.
- **Collector Street:** Roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 64-foot right of way width.
- **Hillside Collector Street:** Roadways that distribute residential traffic from its point of origin to higher capacity facilities. They are typically two-lane undivided roadways with a 42-foot right-of-way width without driveway access and 54 feet with driveway access.

The **Smart Street** concept seeks to improve roadway traffic capacity and smooth traffic flow through a variety of measures. The Smart Street concept is cost-effective since many of these improvements can be made within existing highway rights-of-way.

Source: OCTA Website

Planned Roadway Network



Roadway Classifications

- Scenic Expressway
- Resort Smartstreet
- Stadium Area Smartstreet
- Major Arterial
- Primary Arterial
- Hillside Primary Arterial
- Collector Street
- Hillside Collector Street
- Secondary Arterial
- Hillside Secondary Arterial
- Right-of-Way Reserve
- +++++ Passenger & Commuter Rail

- Freeway/Tollroad
- Future Passenger Rail Grade Separations
- City Boundary
- Sphere-of-Influence



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Figure C-1 Page C-7

Interstate Freeways

Freeways are controlled-access, separated highways that provide for vehicular traffic. The Santa Ana (I-5) Freeway is a northwest-southeast freeway that serves interstate travel, proceeding through the western and central parts of Anaheim. It provides access to Los Angeles County to the north and San Diego County to the south. This facility diagonally traverses the City, crossing the north-south street grid at an angle. It has four to five mixed flow lanes and one HOV lane in each direction through Anaheim. This freeway has a total of eleven interchanges that provide access to and from the City.

State Highways

The Orange (SR-57) Freeway is a north-south freeway with its southern terminus at the I-5 and Garden Grove (SR-22) Freeways just south of the Anaheim City limit. It provides regional access to northern Orange County and eastern Los Angeles County. The SR-57 is a ten-lane freeway, including two high-occupancy vehicle (HOV) lanes, with a total of five interchanges that provide access to the City. The SR-22 is located approximately one mile south of the City. It provides regional access to western Orange County and eastern Los Angeles County.

OCTA's plan for the SR-57 within the City of Anaheim includes the following improvements:

- ▶ Adding a northbound auxiliary lane from Katella Avenue to Lincoln Avenue
- ▶ Adding a southbound auxiliary lane from Ball Road to Katella Avenue
- ▶ Adding a fourth northbound through lane at SR-91

The Riverside (SR-91) Freeway is an east-west freeway that lies at the northern edge of the City. It provides regional access westerly to Los Angeles County, and terminates to the east at the Pomona (SR-60) Freeway. It also provides access to Riverside County, San Bernardino County, and points east. The SR-91 generally has 8 mixed flow lanes through the City, plus 2 HOV lanes from the Los Angeles County Line to the Costa Mesa (SR-55) Freeway.

As part of the proposed SR-91 Widening Project, one general purpose lane will be added in each direction on the SR-91, east of SR-55 to the Riverside County line. In addition, the SR-91 Chokepoint Project is planned to address the congestion resulting from vehicles traveling north on the Eastern Toll Road (SR-241) not being able to enter SR-91, most notably in the eastbound direction. This project will add auxiliary lanes on the Riverside Freeway between SR-241 in Orange County and the Chino Valley (SR-71) Freeway in Riverside County. The additions are intended to reduce congestion and delays occurring between these two junctions and increase the effectiveness of the toll road.



The Costa Mesa (SR-55) Freeway is a north-south freeway, which terminates at the Riverside Freeway within the City limits of Anaheim. The facility provides five lanes in each direction, which are generally composed of eight mixed flow lanes and two HOV lanes. The SR-55 serves over 200,000 vehicles daily and facilitates regional access to the central coastal communities of Orange County. The only interchange that serves Anaheim is Lincoln Avenue/Nohl Ranch Road.

Beach Boulevard (SR -39) is a State Route beginning at Pacific Coast Highway traveling into Los Angeles County. This eight lane, divided arterial links Anaheim with the cities of Huntington Beach, Westminster, Garden Grove, Stanton, Buena Park, and La Habra.

Imperial Highway is a State Route terminating at the Riverside Freeway. The portion of Imperial Highway (SR-90) south of Orangethorpe Avenue is generally a five to six lane, divided major arterial. It is a grade-separated free highway between Orangethorpe Avenue and Yorba Linda Boulevard.

91 Express Lanes

The 91 Express Lanes were created as a privately financed, fully automated four-lane facility with the first variable congestion pricing system in the United States. OCTA has since purchased and now operates these lanes. The Express lanes run in the median lanes of SR-91 from SR-55 to the Riverside County line and consist of two lanes in each direction. Toll costs vary to optimize traffic flow, and are typically lower during off-peak hours than during peak hours to encourage their use.

Eastern Transportation Corridor

In 1986, two joint powers agencies, the Foothill/Eastern Transportation Corridor Agency and the San Joaquin Hills Transportation Corridor Agency (collectively known as the TCA), were formed to finance and construct toll roads in Orange County. The Eastern Transportation Corridor (SR-241) was built by this agency, connecting Eastern Anaheim and the Riverside Freeway with Rancho Santa Margarita at its southern terminus. The SR-241 also connects with other toll roads operated by the TCA, including the SR-261, terminating in Tustin and the SR-133, terminating in Irvine after connecting with I-5 and I-405 in Southern Orange County.

GOAL 1.1:

Provide a comprehensive transportation system that facilitates current and long-term circulation in and through the City.

Policies:

- 1) Assign street classifications to provide an acceptable level of service based on projected traffic demands, circulation functions and the area that they are intended to serve. The system will be coordinated with the Orange County Master Plan of Arterial Highways and the circulation plans of adjacent cities.

- 2) Provide enhanced access to destinations through the use of **Intelligent Transportation Systems**.

Intelligent Transportation Systems (ITS) are utilized to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control. These systems increase the efficiency and safety of the regional transportation system and can be applied to arterials, freeways, transit, trucks, and private vehicles.

- 3) Require that major new development proposals include traffic impact analyses that identify measures and financing to mitigate traffic impacts.

- 4) Update, when necessary, the City's **Transportation Demand Management** Ordinance.

- 5) Continue to qualify for funds for transportation improvements by complying with Measure M requirements.

Transportation Demand Management provides low-cost ways to reduce demand by automobiles on transportation systems such as programs to promote telecommuting, flextime, and ridesharing.

- 6) Ensure the provision of needed transportation improvements through the site plan and environmental review process.

- 7) Consider the use of technological measures to improve access and efficiency as an alternative to roadway expansions or additions.

- 8) Continue Capital Improvement Program funding processes for transportation improvements based on the most recent level of service data.

- 9) Consider aesthetics, including the provision of appropriate landscaping, in the development of arterial highways.

GOAL 1.2:

Support improvements to highways passing near and through the City.

Policies:

- 1) Continue working with Caltrans and the Federal Highway Administration to address traffic flow along State highways that traverse the City.
- 2) Discourage Riverside (SR-91) Freeway bypass traffic through the Hill and Canyon Area by participating in related Major Investment Studies and working with Caltrans and OCTA to improve traffic flow on SR-91.
- 3) Work with Caltrans to identify needed improvements to its facilities in the City as necessary.
- 4) Work with Caltrans and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.



- 5) Work with Caltrans in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.

Level of Service (LOS) Analysis

An important standard referred to throughout this Element relates to the ability of a roadway and/or intersection to accommodate traffic. This level of service standard may be used to describe both existing and future traffic conditions. Level of service (LOS) is a qualitative ranking that characterizes traffic congestion on a scale of A to F with LOS A being a free-flow condition and LOS F representing extreme congestion. In addition to the LOS definition, a traffic volume to capacity ratio (V/C ratio) is used to provide a more quantified description of traffic conditions at intersections. This section includes a discussion of level of service analysis for the a.m. and p.m. **peak hours** at key intersections in the City.

Peak hours include those times of day where the traffic volumes are the highest; typically they are in the morning and evening hours when most people are traveling to and from their places of employment.

In traffic studies, the Intersection Capacity Utilization (ICU) method is often used to analyze intersection operating conditions by calculating a volume-to-capacity ratio (V/C) for each movement during a traffic **signal phase**. The V/C ratio is the ratio of existing or projected traffic volumes to an intersection's design capacity. The V/C ratio represents the percentage of the capacity utilized. For example, a V/C ratio of 0.90 for an intersection means that the traffic volumes at the intersection represent that 90 percent of its design capacity is being used.

A **signal phase** is a group of three intervals: right-of-way (green), change (yellow), and clearance (red) that are assigned to an independent traffic movement or combination of movements. A **signal cycle** is a combination of signal phases in which different approaches of vehicles are permitted to go through the intersection. Each interval is assigned a specific amount of time in seconds.

This Circulation Element establishes that the LOS should be LOS D or better for major intersections in the City. The Congestion Management Program (CMP) establishes that the LOS should be LOS E or better for CMP roadways and intersections.

Levels of Service Definitions

The V/C ratio can also be related to LOS definitions. For example, an intersection with a V/C ratio exceeding 0.95 is handling traffic volumes that approach design capacity. The V/C ratio of 0.95 corresponds to LOS E, which indicates an unacceptable level of service at that particular intersection. The following six levels of service definitions relate traffic conditions to traffic volumes and the design capacity of roadways and/or intersections.

LOS A (V/C ratio 0.0 - 0.60): There are no **signal cycles** that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.

LOS B (V/C ratio 0.61 - 0.70): Stable operation is maintained. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within groups of vehicles.

LOS C (V/C ratio 0.71 - 0.80): Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles.

LOS D (V/C ratio 0.81 - 0.90): Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

LOS E (V/C ratio 0.91 - 1.00): Represents the most vehicles that any particular intersection approach can accommodate. At capacity ($V/C = 1.00$), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).

LOS F (V/C ratio > 1.00): Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.



Congestion Management Program

The Orange County Transportation Authority (OCTA) is responsible for adopting the Congestion Management Program (CMP) for Orange County. The CMP is designed to reduce traffic congestion and to provide a mechanism for coordinating land use and transportation decisions. **Proposition 111**, passed by California voters in June 1990, provides funds to those urbanized areas that adopt a CMP. In Anaheim the CMP roadway system includes seven streets (Harbor Boulevard, State College Boulevard, Katella Avenue, Tustin Avenue, Orangethorpe Avenue, Beach Boulevard and Imperial Highway) and fifteen intersections (see Table C-1). At a minimum, LOS E must be met at these intersections; if it is not met, the City is responsible for developing a deficiency plan to address the impacted intersections in order to remain eligible for funding.

Proposition 111 (1990), entitled "The Traffic Congestion Relief and Spending Limitation Act of 1990," enacted a statewide traffic congestion and relief program and updated the spending limit on State and local government to better reflect the needs of a growing California population. It provided new revenues to be used to reduce traffic congestion by building State highways, local streets and roads, and public mass transit facilities. The measure enacted a 55 percent increase in truck weight fees and a five cent per gallon increase in the fuel tax on August 1, 1990, and an additional one-cent on January 1 of each of the following four years.

TABLE C-1: CONGESTION MANAGEMENT INTERSECTIONS

Harbor Boulevard / Riverside (SR-91) Freeway Eastbound Ramps
Harbor Boulevard / Santa Ana (I-5) Freeway Northbound Ramp
Harbor Boulevard / Santa Ana (I-5) Freeway Southbound Ramp
Harbor Boulevard / Katella Avenue
State College Boulevard/ Orangethorpe Avenue
State College Boulevard/ Riverside (SR-91) Freeway Westbound Ramps
State College Boulevard / Riverside (SR-91) Freeway Eastbound Ramps
Katella Avenue / Orange (SR-57) Freeway Southbound Ramps
Katella Avenue / Orange (SR-57) Freeway Northbound Ramps
Tustin Avenue / Orangethorpe Avenue
Tustin Avenue/ Riverside (SR-91) Freeway Westbound Ramps
Tustin Avenue/ Riverside (SR-91) Freeway Eastbound Ramps
Imperial Highway / Orangethorpe Avenue
Imperial Highway / Riverside (SR-91) Freeway Westbound Ramps
Imperial Highway / Riverside (SR-91) Freeway Eastbound Ramps

Future Level of Service

In order to understand the impacts of the General Plan Land Use Plan (see Land Use Element, Figure LU-4), a traffic analysis was performed to determine intersections that are projected to operate at an unacceptable level of service at theoretical buildout. The analysis also identifies a preliminary set of measures designed to decrease the congestion at those intersections. The traffic analysis includes all roadway and intersection improvements that correspond with buildout of the City's Planned Roadway Network (Figure C-1), and other improvements that will either mitigate each intersection to an acceptable level of service or will widen the intersection to its maximum feasible configuration. The maximum feasible configuration for an approach on a major arterial

highway includes dual left-turn lanes, two or three through lanes and an exclusive right-turn lane. The maximum feasible for an approach on a primary arterial highway includes pavement width for dual left-turn lanes, two through lanes, and an exclusive right-turn lane.

Future Peak Hour Conditions

Peak Hour Intersection Capacity Utilization (ICU) analysis of the Land Use Plan (see Land Use Element, Figure LU-4) identified the following intersections that do not meet a minimum LOS D with buildout of the Planned Roadway Network:

- Dale Street/Lincoln Avenue
- Harbor Boulevard/Ball Road
- Sportstown/Katella Avenue
- Tustin Avenue/La Palma Avenue
- Tustin Avenue/Riverside (SR-91) Freeway Westbound Ramps
- Imperial Highway/Santa Ana Canyon Road
- Weir Canyon Road/Riverside (SR-91) Freeway Eastbound Ramps

Adjustments in intersection lane geometry enable many of the intersections to function more efficiently and raise deficient LOS grades to acceptable levels. However, one intersection may be unable to be mitigated to acceptable levels through the maximum feasible configuration lane geometry adjustments set forth above:

- Harbor Boulevard/Ball Road

This intersection could be improved with extraordinary improvements, including triple left lanes or additional through lanes. It is important to note, however, that these improvements may require additional right-of-way acquisition that could impact existing adjacent land uses beyond what would occur through the maximum feasible configuration.

The results of the LOS analysis reflect a theoretical buildout scenario, with only modest reduction in peak travel demands due to TDM strategies. The following goals and policies address mitigation of traffic impacts, land use balance, transportation demand management, advanced transportation technology, and alternative travel modes which, if implemented, will improve future conditions by reducing travel demands and optimizing circulation system efficiency.



GOAL 2.1:

Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections.

Policies:

- 1) Make improvements to streets and intersections experiencing conditions worse than the applicable Level of Service standard by providing appropriate improvements, including, but not limited to:
 - Landscaped median islands to restrict left turns, with median opening spacing occurring a minimum of 400 feet apart, and preferably limited to signalized locations.
 - Adequate driveway spacing of at least 230 feet between driveways on arterial highways.
- 2) Improve intersection operations by providing optimal ongoing traffic signal maintenance and Intelligent Transportation Systems operations per Institute of Transportation Engineer guidelines.
- 3) Install new warranted signals as funding permits, with minimum preferred spacing of 1,000 feet apart.

GOAL 2.2:

Provide a safe circulation system.

Policies:

- 1) Promote the principle that streets have multiple uses and users, and protect the safety of all users.
- 2) Discourage high speed, through traffic on local streets with appropriate traffic calming measures (e.g., traffic enforcement, bulb-outs, lane striping, chokers, etc).
- 3) Design access onto major arterial streets in an orderly and controlled manner.
- 4) Promote common driveways and reduce curb cuts along arterial highways to minimize impacts to traffic flows.
- 5) Utilize shared driveways in common areas to minimize disruptions to traffic and pedestrian/bicycle flow.
- 6) Implement street design features such as the use of medians, bus turnouts and consolidated driveways to minimize mid-block traffic congestion.

- 7) Implement street design features that discourage through traffic intrusion on residential streets.
- 8) Support freeway improvements that remove through traffic from local streets.
- 9) Provide bus turnouts along heavily traveled arterials to minimize traffic conflicts.
- 10) Provide adequate sight distances for safe vehicular movement on roadways and at intersections.

GOAL 2.3:

Improve regional access for City residents and workers.

Policies:

- 1) Continue to implement the State-mandated Congestion Management Program and Orange County's Growth Management Program.
- 2) Actively engage in inter-jurisdictional planning efforts as part of the Measure M program.
- 3) Engage in regionally based planning efforts to improve the jobs-housing balance and regional transit systems.
- 4) Participate in cooperative planning processes to promote effective regional transportation and sustainable development and ensure that citizens of Southern California can access jobs' and housing in Anaheim.
- 5) Coordinate with neighboring jurisdictions and regional, State, and Federal agencies to implement Smartstreets and Intelligent Transportation Systems.

System Maintenance

A well-planned, designed, constructed, maintained and operated street and highway system facilitates the movement of vehicles and provides safe and convenient access to various areas of the City. Roadways also need to be built with sufficient capacity to accommodate long-term growth. Maintenance of mobility, safety, convenience and efficiency are all issues that must be considered when operating a roadway system.

GOAL 3.1:

Provide a well-maintained street system.

Policies:

- 1) Maintain the street network in optimal functioning condition.
- 2) Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, pedestrian facilities, Intelligent Transportation systems and traffic signals.



- 3) Prioritize maintenance and reconstruction projects.
- 4) Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.

State-Designated Scenic Highways

The intent of the California Scenic Highway program is to enhance the State's natural beauty and protect California's economic and social resources. Scenic Highways are transportation corridors where visual intrusions would impact views of natural beauty from the highway. The Riverside (SR-91) Freeway, between SR-55 and Weir Canyon Road is officially designated as a Scenic Highway.

The portion of SR-91 east of Weir Canyon is designated as an eligible Scenic Highway. State highways nominated for scenic designation must be included on the list of highways eligible for scenic designation in the State Scenic Highway System. Scenic highway nominations are evaluated using the following qualifications:

- The proposed scenic highway is principally within an unspoiled native habitat and showcases the unique aspects of the landscape.
- Existing visual intrusions do not significantly impact the scenic corridor.
- Strong local support for the proposed scenic highway designation is demonstrated.
- The length of the proposed scenic highway is not short or segmented.

After it is determined a proposed scenic highway satisfies these qualifications, the local jurisdiction, with support of its citizens, must adopt a program to protect the scenic corridor. Figure C-2, *Scenic Highways*, shows the location of the Scenic Highway located in Anaheim.

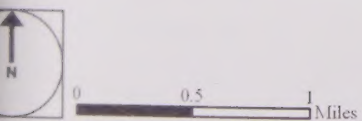
GOAL 4.1

Preserve and enhance uniquely scenic or special visual resource areas along highways and designated State scenic routes for the enjoyment of all travelers.

Policies:

- 1) Continue to work with Caltrans in its implementation of the State Scenic Highway Program. Ensure the preservation and enhancement of scenic routes through special highway design and building regulation.
- 2) Consider the unique natural features of the Hill and Canyon Area when arterial streets and highways are improved or constructed.
- 3) Landscape arterial highways in keeping with the intent of the Scenic Corridor Overlay Zone and the Santa Ana River Greenbelt Plan, and maintain the residential character of the neighborhood by avoiding interference and intrusion into adjacent communities.

Scenic Highways



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Figure C-2 Page C-19

- 4) Take such actions as may be necessary to protect the scenic appearance of the band of land generally adjacent to the scenic highway right-of-way, including but not limited to:
 - regulation of land use and intensity of development;
 - detailed land and site planning;
 - control of outdoor advertising;
 - careful attention to and control of grading and landscaping; and
 - careful design and maintained appearance of structures and equipment.

Transit

The Orange County Transportation Authority (OCTA) provides an extensive network of fixed-route transit service in Anaheim. In addition to the many bus routes that directly serve the City, many routes also traverse the periphery of the City. OCTA also operates three Stationlink routes in the City that provide bus connections between rail stations and major employment centers and residential areas. Figure C-3, *Existing and Planned Bus Routes*, reflects existing and planned bus routes in Anaheim.

OCTA also offers several types of special needs service in addition to the fixed route transit service. Access Service provides demand-responsive service to the disabled with door-to-door travel anywhere in the County. Access service includes advance request service that requires one to fourteen-days notice and subscription service that covers pre-scheduled recurring trips. OCTA Access also provides backup service for urgent, unplanned medical appointments for the disabled.

OCTA plans to implement a Bus Rapid Transit (BRT) program in Orange County. BRT combines communications technology, traffic signal priority, specifically designed vehicles, rapid fare collection, and rail style stations to create a system that exhibits the flexibility of buses with features more typical of rail transit. A BRT demonstration project on Harbor Boulevard is expected to be completed first. Additional, BRT lines on Katella Avenue, La Palma Avenue, and Beach Boulevard are planned following the completion of the demonstration project. These BRT routes are expected to improve travel time for transit users by up to 50% over existing bus service.

As the number of trips between Orange and Riverside Counties is forecast to double over the next twenty years, OCTA is planning an express bus service along the Riverside (SR-91) Freeway corridor to accommodate the increases in travel demand. OCTA has worked with the Riverside Transit Agency and the Riverside County Transportation Commission to develop a demonstration schedule for this project. The plan proposes that eight routes originate in Riverside County and travel to major employment centers in Orange County, including The Canyon and The Anaheim Resort®. It is expected that an



express bus will be crossing the County line along the corridor every 7.5 minutes during peak hours when the eight proposed lines are operating.

OCTA's 10-year transit plan is also reflected in Figure C-3. New routes are planned for Nohl Ranch Road and Santa Ana Canyon Road, helping to fill the transit needs of eastern Anaheim.

GOAL 5.1:

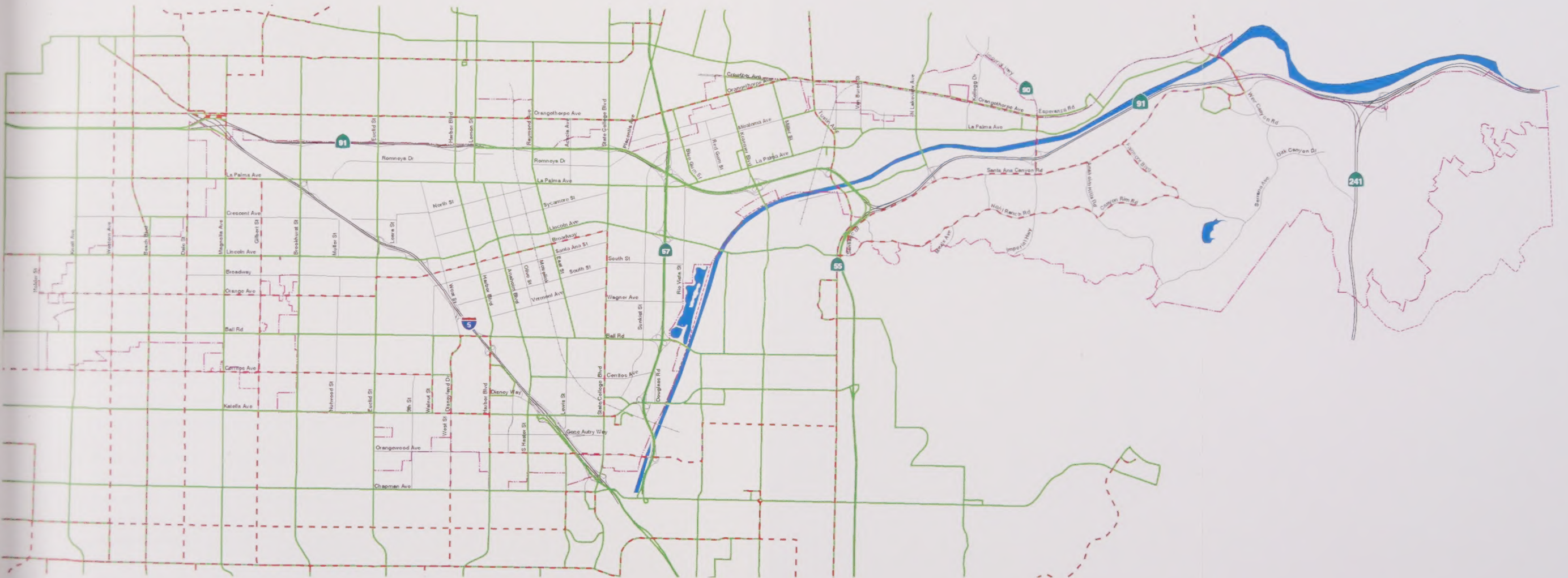
Promote bus service and paratransit improvements.

Policies:

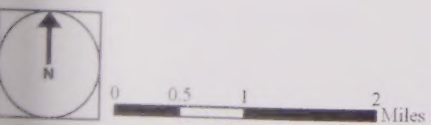
- 1) Support the efforts of regional, State and Federal agencies to provide additional local and express bus service in the City.
- 2) Support and encourage the provision of a range of **paratransit opportunities** to complement bus and rail service for specialized transit needs.
- 3) Support transit supportive land uses in new development.
- 4) Support OCTA's development of a Bus Rapid Transit (BRT) system that is sensitive to the City's aesthetic needs.
- 5) Intensify land uses in close proximity to future BRT stop(s) where appropriate.
- 6) Improve pedestrian access to transit facilities.

Paratransit services are transportation services such as carpooling, vanpooling, taxi service and dial-a-ride programs.

Existing and Planned Bus Routes



- Existing Bus Routes
- - - New or Expanded Routes
- City Boundary
- Sphere-of-Influence



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Figure C-3 Page C-23

Passenger and Commuter Rail

Travelers in Anaheim are served by two types of railroad operations – passenger rail and commuter rail. Commuter rail service, Metrolink, is provided by the Southern California Regional Rail Authority (SCRRA) and OCTA. Passenger rail service is provided by Amtrak.

Passenger Rail

Amtrak operates the Pacific Surfliner passenger train line from San Diego to San Luis Obispo, connecting many cities along California's southern coast. Amtrak operates nine passenger trains daily in each direction along this route, providing fifteen roundtrips stopping at the Anaheim Station, which is just north of Angel Stadium of Anaheim. Five of these trains travel the length of the route, from San Diego to San Luis Obispo, while the remaining lines travel as far north as Downtown Los Angeles.

Commuter Rail

Commuter rail is a mode of inter-city travel that primarily transports people during the peak hours to major employment centers. As a result, it typically carries long-distance trips, serves stations that are several miles apart, and has high average operating speeds.

Metrolink operates six commuter rail lines throughout Southern California, three of which pass through the City of Anaheim. The Orange County Line, linking Downtown Los Angeles and Oceanside, provides commuter rail service to the Anaheim Station. Commuters can transfer to the 91 Line at the Fullerton Station, one stop north of the Anaheim station, to travel east to Riverside County or transfer to the Inland Empire-Orange County Line at the Orange Station, one stop south of the Anaheim Station, to travel to San Bernardino County. Commuters can also directly access the inter-county Inland Empire-Orange County Line at the Anaheim Canyon Station, which is adjacent to Tustin Avenue, between the Riverside (SR-91) Freeway and La Palma Avenue.

Ridership in Fiscal Year 2001 to 2002 was 1,427,000 for the Orange County Line with nineteen daily trips. Current plans for future commuter rail in Orange County involve adding service to the existing Metrolink lines, with an expected thirty daily trips operating in 2020 on the Orange County Line. The Inland Empire-Orange County Line and 91 Line are each projected to increase from nine daily trips in 2002 to twenty-one in 2020. The Balanced Plan, contains plans for 15-minute headways on the Orange County Line and 30-minute headways on the Inland Empire-Orange County Line, plus increased rail feeder bus service.



California-Nevada Super Speed Train (SST)

Rail projects include the California-Nevada SST, which would connect Anaheim to Las Vegas via Ontario, Barstow/Victorville, and Primm, Nevada. Report findings show that the **maglev** train could reach speeds up to 300 miles per hour along parts of its 270-mile length, with ridership and revenue estimates forecast to be highest in metropolitan areas of Southern California.

What is Maglev?

Maglev is the name for an elevated monorail that uses advanced magnetic levitation technology to move people and cargo at very high speeds with a high degree of safety, comfort and reliability. The objective is to build this type of high speed system along key corridors, connecting the region's existing and emerging population and employment centers, and linking regional airports into an integrated system for people and cargo. Other benefits include reduced energy consumption, noise, air pollution, and impacts on other communities.

Source: SCAG

California High Speed Rail System

Established in 1996, the California High-Speed Rail Authority is charged with the planning, designing, constructing and operating a state of the art high-speed train system.

The proposed system stretches from San Francisco, Oakland and Sacramento in the north -- with service to the Central Valley -- to Los Angeles and San Diego in the south, with a proposed stop in Anaheim. With bullet trains operating at speeds up to 220 mph, the express travel time from downtown San Francisco to Los Angeles is just under 2 ½ hours. Intercity travelers (trips between metropolitan regions) along with longer-distance commuters would enjoy the benefits of a system designed to connect with existing rail, air and highway systems.

Intermodal Transportation Center

Anaheim is currently seeking Federal funding for a major intermodal transportation center in The Platinum Triangle. The transportation center would be one of three major transportation centers located in Southern California, along with Union Station in Los Angeles and the Ontario International Airport in the City of Ontario. The center would expand existing transportation infrastructure for Amtrak intercity rail, Metrolink commuter rail, Anaheim Resort Transit shuttle service, and vehicular and bicycle modes. Six planned rail and bus services would be added into the hub, providing seamless intermodal access to the planned California-Nevada Super Speed Train, California High Speed Rail, Express Bus and Bus Rapid Transit.

The intermodal transportation center would fit into the urban, mixed-use fabric planned for The Platinum Triangle, providing a multitude of transportation options for residents, employees and visitors of The Platinum Triangle and The Anaheim Resort.

GOAL 6.1:

Support the development of mass transit, where appropriate, as a viable alternative to automobile travel.

Policies:

- 1) Support efforts to enhance passenger and commuter rail systems and services.
- 2) Pursue the development of multi-modal transit opportunities in The Platinum Triangle, including the development of an Intermodal Transportation Center.
- 3) Participate in and support further study of regional and interstate rail projects.
- 4) Participate in and support the California-Nevada High Speed Rail planning effort.
- 5) Participate in passenger rail planning efforts.

Bikeways

The City of Anaheim currently has three classifications of bikeways, Class I, Class II, and Class III. Class I Bikeways provide for bicycle travel on right-of-way completely separated from the street. Class II Bikeways provide striped and signed lanes within the street right-of-way. Class III Bikeways are commonly signed only bike routes. Figure C-4, *Bikeways*, shows existing and planned bicycle routes. The Santa Ana River Trail is classified as a Class I Bikeway and connects with Orange County's riding and hiking trails following the western flank of the river as it moves south to the ocean in Huntington Beach.

As opportunities for acquiring lands for bikeways and recreational resources in the City are limited, the City will continue to look for new ways to provide more links from surrounding development to existing bikeways. Areas such as utility easements and public rights of way along flood control channels and rail lines provide alternatives to streets while planning new bikeways.

Proposed Class II bikeways will require on-street parking removal. These bikeways would provide connections between the existing facilities and would provide greater access in the City.

GOAL 7.1:

Protect and encourage bicycle travel.

Policies:

- 1) Provide safe, direct, and continuous bicycle routes for commuter and recreational cyclists.



- 2) Incorporate bicycle planning into the traditional transportation planning process.
- 3) Support bicycle routes that minimize cyclist/motorist conflicts.
- 4) Support roadway design policies that promote attractive circulation corridors and pleasant traveling experiences for bicyclists.
- 5) Support OCTA's program to provide bike racks on transit buses.
- 6) Implement a bikeway system with linkages to routes in neighboring jurisdictions and regional bicycle routes.
- 7) Maximize the use of easements and public rights-of-way along flood channels, utility corridors, rail lines and streets for bicycle and pedestrian paths.
- 8) Connect Downtown with The Platinum Triangle using the Olive Street railroad right-of-way for pedestrian, bicycle, and/or transit use.
- 9) Require that new streets or developments contain adequate right of way for bicycle lanes, where appropriate.
- 10) Where space and appropriate roadway conditions currently exist, continue to install bike route signs.

Existing and Proposed Bicycle Facilities



0 0.5 1 2 Miles

City of Anaheim

General Plan Program

Figure C-4 Page C-29

Pedestrians

Pedestrian facilities include sidewalks, trails, walkways, bridges, crosswalks, signals, illumination, and benches, among others. These facilities are an important part of Anaheim's non-motorized transportation network. Pedestrian facilities provide a vital link between many other modes of travel and can make up a considerable portion of short-range trips made in the community. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by automobile. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as buses and park and ride lots as well as those who utilize the City's recreational facilities and attend City schools.

Pedestrian circulation is accommodated by the provision of sidewalks within streets rights-of-way and Class I Bikeway rights-of-way.

Intermodal Linkages

The success of the City's pedestrian, transit, and bicycle facilities relies heavily upon the ability of the general population to access them. Linkages between these facilities can foster the creation of a system that works with great synergy and could ultimately help alleviate the general population's reliance upon the automobile as their primary source of transportation. In addition to the potential reduction in traffic that these linkages would encourage, the linkages could provide another option to Anaheim residents, businesses and visitors to navigate through the City along such linkages rather than utilizing the established roadway network.

GOAL 8.1:

Protect and encourage pedestrian travel.

Policies:

- 1) Encourage and improve pedestrian facilities that link development to the circulation network and that serve as a transition between other modes of travel.
- 2) Improve pedestrian and bicycle connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.
- 3) Encourage barrier free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.
- 4) Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield non-motorized traffic from vehicles.



- 5) Add raised, landscaped medians and bulbouts, where appropriate, to reduce exposure to cross traffic at street crossings.
- 6) When feasible, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches, shelters, and directional kiosks.
- 7) Ensure that streets and intersections are designed to provide visibility and safety for pedestrians.
- 8) Improve pedestrian amenities adjacent to Metrolink and Amtrak stations.
- 9) Enhance and encourage pedestrian amenities and recreation, retail and employment opportunities in mixed-use areas to enhance non-motorized transportation.
- 10) Require commercial developments to provide specific pedestrian access points independent from auto entrances.
- 11) Coordinate with appropriate agencies to ensure that transit stops are accessible to pedestrians.

Commuter Services

The City of Anaheim established the Commuter Services Office as a part of the Public Works Department in 1989 to help meet Federal and State Clean Air Act requirements. In an effort to reduce traffic congestion and improve air quality, the Commuter Services Office offers a wide variety of information for City of Anaheim employees interested in bicycling, carpooling, vanpooling, public transit and rail transportation. Non-employees that are willing to use designated routes may be able to use vanpooling services.

Park-and-Ride Facilities

There are four park-and-ride facilities for those who carpool or use public transportation to reach their destination. Two park-and-ride facilities located adjacent to Metrolink Stations serve rail commuters only. The Anaheim Stadium Station lot has 400 spaces and the Anaheim Canyon Station lot has 100 spaces. Both Metrolink lots are heavily used. The two other park-and-ride lots – the 50-space lot near Kraemer Boulevard and La Palma Avenue and 40-space lot near State College Boulevard and Lincoln Avenue – experience less usage.

Vanpooling

Anaheim Commuter Services offers a vanpooling program with eleven routes to and from inland cities during the morning and evening commute. Participants in the program have the option of joining as part-time or full-time riders and pay rates related to distance traveled.

GOAL 9.1:

Provide carpooling and vanpooling opportunities for commuters.

Policies:

- 1) Continue to encourage carpooling by promoting park-and-ride facilities.
- 2) Continue to encourage vanpooling for City residents and workers.
- 3) Participate in OCTA's Rideshare program.
- 4) Cooperate with public or private providers of vanpool services and publicize vanpool options to residents.

Goods Movement

Truck Routes

Truck routes not only allow truck traffic to flow efficiently, they also minimize the possible exposure of people in sensitive areas, such as residential neighborhoods and schools, to accidents involving trucks or high noise levels that can be generated by truck traffic. In addition, the maintenance of roadways to preserve mobility, safety, efficiency and convenience on roadways within the City is also affected by the frequency of truck trips made on specific routes. Directing truck traffic to specially designated truck routes minimizes impacts that could occur on local roadways. Figure C-5 maps truck routes in Anaheim.

GOAL 10.1:

Facilitate safe surface truck movement while minimizing the impact of truck traffic on residential streets.

Policies:

- 1) Monitor truck traffic to ensure that street restrictions are met and truck routes can be enforced.
- 2) Reexamine truck routes as needed to ensure the safety of residents, neighborhoods, pedestrians, cyclists, and other motorists.
- 3) Require sufficient on-site loading to minimize interference with traffic circulation.
- 4) Restrict heavy vehicles from entering the immediate vicinity of school and other institutions to minimize noise and safety impacts.



Freight Rail

Freight operators are the largest users of Anaheim's current rail facilities. Burlington Northern Santa Fe (BNSF) and the Southern Pacific Transportation Company (SPTC) provide freight rail services in Anaheim. BNSF operates intermodal, carload freight, and bulk unit trains through the City, with two spur lines serving industrial areas in Anaheim. The major origins and destinations for freight moved by BNSF are San Diego and Los Angeles. The SPTC operates the Santa Ana and West Santa Ana branches running through the City.

Freight train movements are expected to increase on rail lines through Anaheim, with an expected increase from 50 to 70 trains per day to 135 to 150 trains daily on BNSF's main transcontinental line, which runs through northern segments of the City. The Orange North-American Trade Rail Access Corridor Authority (ONTRAC), part of the Orange County Gateway project, will grade separate the BNSF main line in northern Orange County. The project was developed to eliminate traffic conflicts at eleven at-grade crossings, increase safety at rail crossings, and provide congestion relief.

The approximately seventy railroad crossings at arterial and local streets within the City are mostly at-grade.

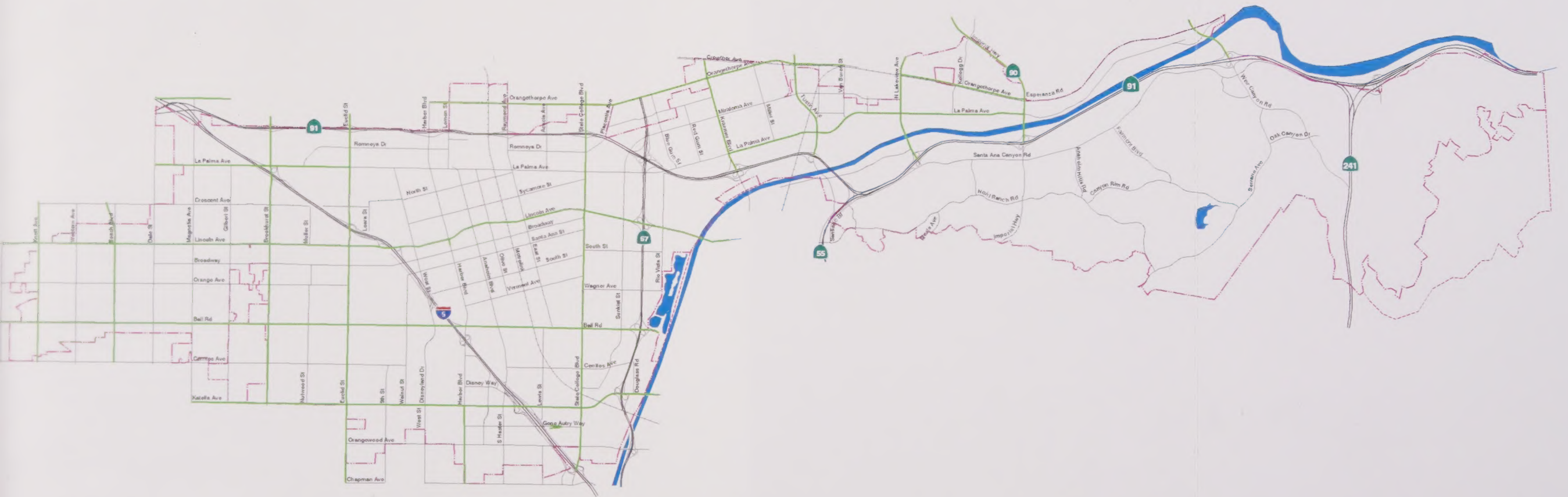
GOAL 10.2:

Facilitate safe rail freight movement while minimizing impacts on residents and motorists.

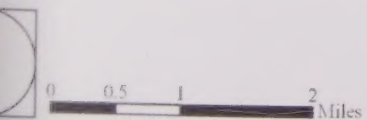
Policies:

- 1) Support a system of freight movement that minimizes conflicts with street circulation.
- 2) Support grade separations for major rail crossings.
- 3) Coordinate with rail service providers to improve the aesthetics (e.g., landscaping) and ensure proper maintenance of rail corridors and rights-of-way.

Truck Routes



- Truck Routes
- City Boundary
- - - Sphere-of-Influence



City of Anaheim

General Plan Program

Figure C-5 Page C-35

Aviation and Heliport Facilities

Access to aviation facilities and services that meet the needs of Anaheim residents is also an important component of the City's circulation system. Major commercial airports that are used for passenger service by Anaheim residents include John Wayne Airport, Los Angeles International Airport, Long Beach Airport and Ontario International Airport. The primary local general aviation facility that serves Anaheim is Fullerton Municipal Airport.

The Airport Land Use Commission (ALUC) of Orange County assists local agencies to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport and heliport operations. The ALUC requires that local jurisdictions' general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUP's), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports.

Two AELUP planning areas extend within City boundaries in West Anaheim. Fullerton Municipal Airport and Los Alamitos Joint Training Base, located northwest and southwest of the City, respectively, are regulated by AELUP's. In addition, the ALUC has established an AELUP that addresses heliport operations within cities and counties, which is applicable to the City of Anaheim.

GOAL 11.1:

Support the safe operation of aviation and heliport facilities within and in proximity to the City.

- 1) Ensure that private heliports and adjacent developments are reviewed and constructed in compliance with the *Airport Environs Land Use Plan for Heliports* adopted by the Airport Land Use Commission.
- 2) Implement and maintain appropriate policies identified in the *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos and Fullerton Municipal Airport* adopted by the Airport Land Use Commission, which addresses compatible land use designations, noise issues, environmental impacts and safety considerations within and adjacent to the airport facility.
- 3) Ensure that all new projects are developed in compliance with FAA requirements and the *California Airport Land Use Planning Handbook* developed by the State of California Department of Transportation, Division of Aeronautics.



Parking

Typically, on-street parking in Anaheim is permitted on secondary and neighborhood streets unless specifically prohibited. Off-street parking requirements for various land uses are provided in the City Zoning Code.

The City of Anaheim has also established a residential permit parking program in response to parking intrusion into residential neighborhoods from adjacent land uses. The City has numerous neighborhood permit parking districts where on-street parking is regulated to ensure that spillover parking demands from adjacent uses do not prevent local residents from parking on the street. The hours of enforcement vary between programs, as do the eligibility requirements, but generally all residents of neighborhoods within a district are entitled to a parking permit.

Parking areas are essential facilities for most types of uses. Unfortunately, the amount of land devoted to parking can inhibit pedestrian orientation and detract from the aesthetics of urban areas, especially if parking lots are poorly designed or situated. Parking structures and shared parking associated with higher density mixed-use and multi use projects can improve vehicular circulation while utilizing the land more efficiently. When designed appropriately, parking structures are less intrusive than surface parking lots and can lead to the development of aesthetically pleasant parking areas that are integrated into the urban fabric.

GOAL 12.1:

.....
Ensure adequate parking is made available to City residents, visitors, and businesses.
.....

Policies:

- 1) Assess the adequacy of existing or proposed on- and off-street parking as needed, especially in urban and commercial areas, to ensure that an adequate supply is provided.
- 2) Explore strategies for the management of parking supply, which can include parking fees, metered on-street parking, and staggered work schedules.
- 3) Develop strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and rideshare vehicles.
- 4) Develop strategies for shared parking opportunities in mixed-use and multiple-use development.
- 5) Encourage the use of well-designed, aesthetically-enhanced parking structures as an alternative to large, expansive surface parking lots.



Introduction: The Greening of Anaheim

A UNIQUE, COMPREHENSIVE PLAN

The Green Element provides a framework for the City of Anaheim to achieve its vision of a sustainable, green, and healthy community. It is a unique and comprehensive plan that addresses the environmental, economic, and social aspects of the city's future. The plan is designed to be a living document that can be updated as the city's needs and priorities evolve.

Green Element

As the City of Anaheim grows, it is important to ensure that the growth is sustainable and that the city's natural resources are protected. The Green Element provides a framework for the City to achieve this goal by addressing the environmental, economic, and social aspects of the city's future.

PURPOSE

The purpose of the Green Element is to provide a framework for the City of Anaheim to achieve its vision of a sustainable, green, and healthy community. The plan is designed to be a living document that can be updated as the city's needs and priorities evolve. The plan is designed to be a living document that can be updated as the city's needs and priorities evolve.



Introduction: The Greening of Anaheim

A UNIQUE, COMPREHENSIVE PLAN

The Green Element combines Anaheim's Conservation, Open Space, Parks, Recreation and Community Services Elements into a single, comprehensive plan to add more green areas throughout the City and protect and enhance its natural and recreational resources. The Green Element's philosophy is broad and inclusive. It seeks not only to preserve, but also to conserve. This includes vital natural resources such as water, energy, air, and wildlife. The Green Element also includes goals and policies for landscaping, enhancing the City's corridors and its identity. By combining three elements into one comprehensive plan, the City recognizes that open space, conservation and parks are part of an integrated network of green resources.

PURPOSE

Anaheim's "green" resources include the vast open space and habitat areas that frame the eastern edge of the City, the various natural resources that protect and enhance our quality of life, the numerous park and recreation areas and trails that serve all of our residents, and the landscaped edges that distinguish Anaheim's diverse communities and transportation corridors. The purpose of the Green Element is to build upon this network of resources to create a greener, more beautiful Anaheim. The City and its residents are already proud of its open space amenities, but it recognizes the need to add more local parks, trail networks and landscaping.





The Green Element is unique in that it combines two required elements of the General Plan – Open Space and Conservation – with an optional, but important Element – Parks, Recreation and Community Services. Realizing the importance of landscaping as a unifying ingredient in enhancing community image, a landscape component is also included in the Green Element.

RELATIONSHIP TO OTHER ELEMENTS

The Green Element is intimately related to at least three other elements of the General Plan: Land Use, Economic Development and Community Design. The Land Use Element designates appropriate areas for open space and recreation. A quality system of parks and well-landscaped corridors supports the Economic Development Element goals and policies that promote economic activity and support local businesses. Enhanced gateways and landscaped edges help to define neighborhoods and districts, thereby supporting the goals of the Community Design Element.

Like parks and recreation facilities, libraries and other community serving facilities provide important community amenities for the residents of Anaheim. These vital components of the Community Services Department are addressed in the Public Services and Facilities Element.

ACHIEVING THE VISION

The major goals of the Anaheim Vision, related to the Green Element, include:

- Improved landscaping and enhancement of boulevards and public rights-of-way;
- Preservation of open space, ridgelines, public scenic vistas and specimen trees;
- Provision for more parks and community centers; and
- Enhanced trail network connecting City and County open space and regional trail systems.

The Green Plan: Integrating Open Space Amenities

PLAN OBJECTIVES

The overriding purpose of the Green Element is to combine all of Anaheim's open space, conservation, recreation and landscaping resources into one comprehensive, integrated document. Rather than separate these components, the Green Element recognizes their interrelationship and builds upon it with the inclusion of a "Green Plan," as seen in Figure G-1. The objectives of the Green Plan are to:

- Expand public parks and open space amenities;
- Improve the City's trail and bicycle network for local and regional connections;
- Beautify arterial corridors with landscape plans, edge treatments and gateways; and
- Use existing opportunities, such as easements, vacant land and the Santa Ana River to expand accessible open space and recreation opportunities.

PLAN DESCRIPTION

The Green Plan uses a variety of open space opportunities and resources to create a unified vision for a more beautiful, healthy city. As seen in Figure G-1, the Green Plan considers not only existing parks and open space, but also potential recreational opportunities, such as schools, utility easements, water uses, and vacant land. It also identifies opportunities to enhance the appearance of existing areas through enhanced community edges and City entryways. The emphasis of the Green Plan is not only to make spatial connections throughout the City through parks, trails, open space and landscaping but also to create connections between policies and plans that help the City conserve its natural and cultural resources such as water, energy and historic districts.



POLICY FOUNDATION

Like the Land Use Plan graphically displays the policy foundation of the Land Use Element and other land use related policies of the General Plan, the Green Plan is provided at the beginning of this Element to depict much of the policy foundation of the Green Element and to display the locations of various “green” resources and opportunities that contribute to making Anaheim a greener, more beautiful and healthy community.



0 0.5 1 2 Miles

City of Anaheim

General Plan Program

Figure G-1 Page G-5

Conserving Natural Resources

Conserving natural resources is a fundamental part of the Green Element, and a required element of the General Plan. This section addresses the Green Element's goal of using natural resources wisely and promoting sustainable growth and development. By placing this section within the Green Element, the City of Anaheim recognizes that conservation and preservation of natural resources is the backbone of a City's efforts to protect and enhance the environment. Future development should be balanced with the need to preserve the natural environment in order to ensure that current and future generations are able to enjoy the benefits of this important resource.

This section addresses the important concerns of water conservation, water quality, air quality, biological resources, energy conservation, and waste management and recycling.

GOALS AND POLICIES

Natural Open Space

A vital component of the Green Element is the comprehensive and long-range preservation and enhancement of open space areas. This includes open space for habitat preservation, outdoor recreation and water uses. Although most of the western, northern and southern areas of Anaheim are built out and adjoin other cities, the Hill and Canyon Area contains a significant amount of open space and abuts major open space resources, including the Chino Hills State Park, the Cleveland National Forest and the Santa Ana River. Another vital component of the Green Element are the existing and planned trails that connect these valuable resources, as discussed later in the Element (see Figure G-6 for trail locations).

Hillside Development and Grading

Natural slopes are one of the primary aesthetic resources in the Hill and Canyon Area. Hillside, which are visible throughout the area, create a dramatic backdrop for surrounding residential neighborhoods and help define the character of the area.



Development on hillsides within the Hill and Canyon Area, where land use designations permit, requires careful siting, grading, and design in order to minimize exposure to hazards and to maintain and enhance the scenic quality of the area.

The Public Works Department regulates and processes applications for grading permits. Development plans must follow the guidelines of the Land Development and Resources Code and Zoning Code regarding grading, excavations and fills and specimen tree removal, and must include an erosion and sediment control plan.

GOAL 1.1:

Maintain strict standards for hillside grading to preserve environmental and aesthetic resources.

Policies:

- 1) Require that infill hillside development minimize alteration of the natural landforms and natural vegetation.
- 2) Limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.
- 3) Minimize import/export associated with grading.
- 4) Grading for infill projects should be kept to an absolute minimum, with developments following the natural contours of the land, and prohibited in steep slope areas.

Ridgelines, Views and Vistas

Views and vistas in Anaheim are important visual amenities. From most areas of Anaheim, the contours of the Hill and Canyon Area and the Santa Ana Mountains are visible. Other scenic amenities such as golf courses and the Santa Ana River also provide visual relief from the built environment and are important visual amenities and landmarks.



Scenic view looking northeast across the SR-241 toll road.

GOAL 2.1:

Preserve views of ridgelines, natural open space and other scenic vistas wherever possible.

Policies:

- 1) Control infill development on visually significant ridgelines, canyon edges and hilltops through sensitive site planning and appropriate landscaping to ensure development is visually unobtrusive.

- 2) Encourage development that preserves natural contours and views of existing backdrop ridgelines or prominent views.
- 3) Site parks, nature centers and trails to take advantage of natural vistas.
- 4) Encourage future development and public improvements to maximize private and public views of golf course fairways.

Utility Easements

The City of Anaheim continues to expand its trail and open space system by using the land under Southern California Edison (SCE) power lines. The concept is to use utility easements as a landscaped open space amenity for the City and integrate them into the City trail system.

Three power line easements are mapped on the Green Plan (Figure G-1) with the ultimate goal of improving them to provide trails for recreation, bicycle and pedestrian uses. Linkages to existing parks, open space and other trail systems are also being considered.

GOAL 3.1:

Actively plan for the use of utility easements as recreational trails and open space amenities.

Policies:

- 1) Coordinate with Southern California Edison to pursue the implementation of recreational and open space amenities on utility easements.

Recreational Water Uses

The Santa Ana River flows into Anaheim from the northeast and hugs the northeastern edge of the City as it moves south to the ocean. The Santa Ana River Trail connects with Orange County's riding and hiking trails and follows the river as it moves south to the ocean in Huntington Beach. In addition, Carbon Creek flows through the City from the northeast to the southwest and could become a recreational and visual amenity. Several water basins along the Santa Ana River are used for recreation purposes: Anaheim Lakes, the Miller Retarding Basin and the Five Coves area, which is located north of Ball Road along the western side of the river.

As opportunities for acquiring lands for future open space and recreational resources in the City are limited, the City will continue to look for new ways to utilize these areas along the Santa Ana River and Carbon Creek to provide additional resources and to provide more links from surrounding development to these waterways.



GOAL 4.1:

Maximize the recreational and scenic potential of existing reservoirs, basins and waterways.

Policies:

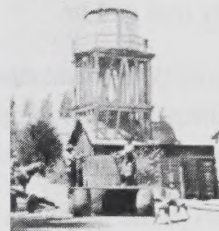
- 1) Support the County of Orange to continue in their efforts to upgrade and maintain the Santa Ana River Trail.
- 2) Work with the County of Orange and the Orange County Water District to maintain and improve the recreational and scenic resources of the Anaheim Lakes and Five Coves areas and other appropriate water resource areas, including retarding basins and reservoirs.

Water Conservation

Anaheim normally pumps most of its drinking water (between 65% to 70%) from the local groundwater basin, and purchases the remainder from the Metropolitan Water District of Southern California, which obtains its water from the Colorado River and the State Water Project in northern California. The Lenain Filtration Plant, the only City-owned facility of its type in the County, filters incoming Colorado River water provides up to 15 million gallons of drinking water per day for Anaheim residents.

Managing Water Resources – Orange County's major river – the Santa Ana River – flows through Anaheim on its way to the ocean and places the City in a key position of responsibility to manage its water resources. The river plays a vital role in recharging the groundwater basin. Several retention basins formed by levees along the river help to replenish the water table. The Orange County Water District (OCWD) has the responsibility for managing and conserving the groundwater basin; it uses approximately 750 acres of the Santa Ana Riverbed between Katella Avenue and Imperial Highway for ponding imported water from the Metropolitan Water District and natural flows of the river.

OCWD owns two large spreading basins, Anaheim Lake and Warner Basin. The Kraemer Water Conservation Basin, along with the Miller Retarding Basin, provides more recharge capabilities. Northeast of the Riverside (SR-91) Freeway the alluvial soil is considered highly suitable for groundwater replenishment.



The City of Anaheim has a long history in supplying its own high quality water:

- 1879 - Citizens voted to begin their own water utility.
- 1928 - City was one of 13 cities to form the Metropolitan Water District (MWD).
- 1942 - City began purchasing imported water from the Colorado River Aqueduct

Introduction to Santa Ana River Watershed: The Santa Ana River Watershed is the largest in Orange County, covering 153.2 square miles. The river begins almost 75 miles away in the San Bernardino Mountains, crossing central Orange County before emptying into the Pacific Ocean. The Orange County portion of the watershed includes portions of the cities of Anaheim, Brea, Huntington Beach, Orange, Placentia, Santa Ana, Villa Park, and Yorba Linda.

Conservation Efforts – The City of Anaheim is actively involved in resource management. The municipal utility operates its own state-of-the-art Lenain Filtration Plant, and has a long history of promoting wise use of its water and energy resources. As one of the original signatories to the Memorandum of Understanding (MOU) regarding Urban Water Conservation in California, Anaheim Public Utilities implements the MOU's Best Management Practices – fourteen proven water conservation measures.

Water Conservation

Anaheim provides water conservation, groundwater protection and water efficiency programs. Its many commercial and residential water efficiency programs are linked to the City website where customers can ask questions or sign up for Anaheim's many Advantage Services programs. Anaheim's award-winning annual Water Awareness Campaign reaches out to the entire community with its valuable water conservation message.

Anaheim also maintains a number of educational and incentive programs and drought-tolerant landscaping examples aimed at promoting water conservation. These include water conservation partnership programs with public schools, the Home Gardener's Water Conservation Program, the rebate program that rewards customers for replacing old fixtures with water efficient ones, and the Waterwise Demonstration Garden, to name a few.



The Waterwise Demonstration Garden, which borders the Amtrak Anaheim Station, lends identity and prominence to the station. Designed to illustrate the beauty of waterwise landscaping, the plants were selected for their contrast in colors, textures and shapes. The garden includes a water-efficient irrigation system as well.

One of the water conservation challenges facing Anaheim is balancing the desire to maintain historical landscaping patterns with the need to provide more water-efficient alternatives. This dilemma will necessitate determining under what circumstances and in what locations certain drought-tolerant landscaping is appropriate.

GOAL 5.1:

Continue Anaheim's water conservation efforts to ensure that all City facilities are water efficient.

Policies:

- 1) Continue to inspect, maintain and enhance City facilities relative to their water use.



- 2) Continue inter-departmental coordination of water use and conservation policies to improve City-facility water use.
- 3) Specify and install water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings.
- 4) Continue and expand Anaheim's water rebate program.

GOAL 5.2:

Continue and expand Anaheim's educational outreach and incentives programs aimed at water conservation.

Policies:

- 1) Continue to educate the public through the award-winning annual Water Awareness Month Campaign.
- 2) Continue to offer all Anaheim public and private schools the opportunity to participate in the Water Conservation Poster Contest.
- 3) Continue to encourage landscape projects employing water efficient irrigation.
- 4) Maximize opportunities to install local or regional groundwater recharge facilities.

Water Quality

The Greening of Anaheim depends on a reliable and clean water supply. Since the City receives almost three-fourths of its drinking water from local groundwater, it is critical to protect this vital resource. The groundwater recharge area, located in an area that extends north and east of the Orange (SR-57)/Riverside (SR-91) Freeway interchange, to the Riverside Freeway and Imperial Highway interchange, is critically important because this area accounts for two-thirds of the total groundwater recharge that occurs in all of Orange County.

In order to protect current and future groundwater resources, the City has established a Groundwater Protection Zone for the recharge area (Figure G-2). The purpose of the zone is to allow the City to develop a multi-faceted approach to protecting Anaheim's drinking water from contamination. The primary emphasis will be to provide educational outreach materials to inform businesses and residents how to properly manage materials and waste.

The City also has responsibilities to address the issues associated with storm water and urban runoff pollution. The Clean Water Act requires cities to develop Surface Water Quality Programs to reduce the pollution from urban runoff. Businesses and

homeowners also have certain rights and responsibilities for the proper disposal of toxic and environmentally degrading materials such as oil, paints, solvents and litter. The City publishes brochures for citizens to keep them informed on responsible management of waste. In addition, a Water Quality Management Plan is required of all new development to minimize pollutants in runoff.

Groundwater Protection

Groundwater protection is a Federal, State, county and city issue. It concerns local drinking water quality and standards, source water protection, and hazardous materials control. Administered by the Environmental Protection Agency, the Federal Safe Drinking Water Act sets the standards which regional and local water districts implement. The Public Utilities Department of the City of Anaheim, one of the County's many Community Water Systems, gets most of its supply from groundwater and therefore, has a vital interest in its protection.

Anaheim's Public Utilities Department regularly conducts Source Water Assessments for all of its wells. This included an inventory of Possible Contaminating Activities (PCAs), which are types of activities that could contaminate drinking water sources if a release were to occur. It was determined that the recharge area has the greatest potential for causing widespread contamination of the groundwater basin. In order to inform businesses and residents in the recharge area of the importance of groundwater protection, the City will develop and distribute educational materials that describe techniques to properly manage materials and waste to prevent negative impacts to the groundwater supply.

GOAL 6.1:

Develop a Groundwater Protection Management Program to ensure the quality of groundwater drinking supplies.

Policies:

- 1) Develop and disseminate educational materials that describe the importance of protecting groundwater and management techniques for the proper storage and disposal of materials and waste.
- 2) Include groundwater protection educational outreach efforts with Anaheim Fire Department hazardous materials and waste inspections.
- 3) Continue to coordinate groundwater protection efforts with the Orange County Water District, neighboring cities and other relevant agencies.



Storm Water and Urban Runoff Management

Related to the issue of groundwater protection is the issue of minimizing the effects of storm water and urban runoff pollution (SWURP). Not only does storm water runoff affect local groundwater, it has the potential to impact neighboring jurisdictions and the region. Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system. Anything thrown, swept or poured into the street, gutter or a catch basin (the curbside openings that lead into the storm drain system) can flow directly into channels, creeks, bays and ocean. The problem is particularly acute during heavy rains, but can be a problem at any time due to the improper disposal of products associated with business, industry, restaurants, and home, garden and automotive maintenance.

Management of storm water runoff is a federal requirement mandated by the Santa Ana Region of the California State Water Resources Control Board. All cities in Orange County are required to incorporate watershed protection principles into their General Plans and related documents. As one of Orange County's most populous cities and bordering its largest river, the City of Anaheim plays a key role in this process.

The Clean Water Act requires permitting under the National Pollution Discharge Elimination System (NPDES). The County of Orange serves as the principal permittee while the Orange County Flood Control District and all incorporated municipalities are co-permittees. The mandate requires the development and implementation of 12 distinct programs, to the "Maximum Extent Practical," which are intended to prevent and reduce pollution from urban runoff and storm water as these sources are considered significant contributors of pollutants to waters of the United States. This includes, but is not limited to, illegal discharges and illicit connections to storm drains, runoff from construction sites, restaurants, outdoor storage sites and industrial areas.

GOAL 7.1:

.....
Reduce urban run-off from new and existing development.
.....

Policies:

- 1) Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City.

Goundwater Protection Zone



City of Anaheim

General Plan Program

Figure G-2 Page G-15

- 2) Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:
 - Increase permeable areas and install filtration controls (including grass lined swales and gravel beds) and divert flow to these permeable areas to allow more percolation of runoff into the ground;
 - Use natural drainage, detention ponds or infiltration pits to collect runoff; and,
 - Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces.
- 3) Cooperate with surrounding jurisdictions and the County of Orange to provide adequate storm drainage facilities.
- 4) Require new development and significant redevelopment to utilize site preparation, grading and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.
- 5) Coordinate with appropriate Federal, State, and local resource agencies on development projects and construction activities affecting waterways and drainages.
- 6) Provide public education information and outreach materials regarding proper materials handling practices to assist residents and businesses in complying with surface water quality regulations and to increase awareness of potential impacts to the environment resulting from improper containment or disposal practices.

Air Quality

The greening of Anaheim depends on clean air. As one of the largest cities in the State, Anaheim has an important role to play in promoting clean air. With resort destinations of international, national and regional appeal, Anaheim generates many vehicle trips. Traversed by three major freeways and dozens of regional arterials, the City is the site of major vehicular traffic flows. Furthermore, as a major employment center, the City has a net in-flow of commuters.

Sources Of Air Pollution

- ▶ Combustion —primarily from automobile engines; the largest source of air pollution
- ▶ Natural sources—oil seeps, vegetation, windblown dust
- ▶ Evaporation of organic liquids—used in coating and cleaning processes
- ▶ Abrasion – primarily between tires and roadways
- ▶ Industrial processes and construction – windblown fumes and particulate matter



Since the largest single source of air pollution is from motor vehicles, efforts to control emissions from cars and trucks would go a long way towards cleaner air. This approach is multi-faceted: adopting clean-burning fuels; improving traffic flows; and encouraging mass transit. Efficient land use planning can also reduce air pollution by reducing vehicle trips. Promoting mixed use and multi-use development, providing accessible retail centers, and improving pedestrian links to commercial and recreation areas can help reduce dependence on automobiles.

Background – The Air Quality Management District (AQMD) is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino Counties. It prepares an Air Quality Management Plan every three years, following its mandate from the Federal Clean Air Act.

Anaheim's Clean Air Programs – The City has been taking proactive measures through a series of clean air programs like The Anaheim Resort® Transit Fleet. With millions of visitors per year needing to get from place to place, the City, along with the Anaheim Transportation Network, has purchased electric buses and trams along with propane trolleys to move visitors to and from major tourist amenities.

Emissions Reduction

Reducing emissions is a public and private responsibility. The City of Anaheim's Public Works Department, Traffic and Transportation Services Division has the mission of improving the transportation infrastructure and traffic flows. Its Intelligent Transportation Systems inform motorists through changeable message signs directing them to the less congested roadways and available parking. The Scoot Adaptive Traffic Control System examines real-time traffic conditions to optimize traffic signal timing.

GOAL 8.1:

.....
Reduce locally generated emissions through improved traffic flows and construction management practices.
.....

Policies:

- 1) Reduce vehicle emissions through traffic flow improvements, such as traffic signal synchronization, Intelligent Transportation Systems, the Scoot Adaptive Traffic Control System, and related capital improvements.
- 2) Regulate construction practices, including grading, dust suppression, chemical management, and encourage pre-determined construction routes that minimize dust and particulate matter pollution.

Reducing Vehicle Work Trips

An important way to reduce vehicle trips is to bring different types of land uses together in mixed-use or multi-use developments. Rather than single-use areas separating housing from retail and office uses, the City has targeted key areas for a concentration of different uses that bring people closer to shopping, recreation, entertainment and employment. For example, the City is planning for such a mix of uses in The Platinum Triangle and the Downtown. A place which provides window shopping, restaurants, convenience retail, office development, and accessible parking all within comfortable walking distances can keep people from using their cars.

The most land-efficient use of space is vertical mixed-use, where different uses occur on different levels of the same building. Horizontal mixed-use development can combine different uses within the same property or adjacent properties. Either way, the key idea is convenience and choices for the visitor or resident. A mixed-use center cannot only provide housing but also convenience retail, offices and recreation. Restaurant and other service-oriented retail uses can be provided within business parks and light industrial areas for the benefit of workers.

GOAL 9.1:

Reduce single-occupancy vehicle trips

Policies:

- 1) Encourage alternative work schedules for public and private sector workers.
- 2) Encourage development of new commercial and industrial projects that provide on-site amenities that help to lesson vehicle trips such as on-site day care facilities, cafeterias, automated teller machines and bicycle storage facilities.
- 3) Encourage use of vanpools and carpools by providing priority parking through the project design process.
- 4) Encourage bicycle and pedestrian travel by improving the City's trail and bikeway master plan and by providing convenient links between the trail system and desired destinations.
- 5) Encourage the development of commercial, office and residential uses in appropriate mixed-use and multiple use settings.

Expanding Transit Trips

The City of Anaheim is already well-served by public transit, but is continuing to work for greater ridership. The Commuter Services Office, operated by the Public Works Department, provides information to walkers, cyclists, bus and rail users, and car and



vanpoolers. Sound land use planning complements this comprehensive approach to public transit. The City is also encouraging mixed-use and higher density development in the vicinity of Metrolink stops and transit corridors. In addition, carefully placed and well-marked transit stops exist near all major tourist amenities.

GOAL 10.1:

Improve the efficiency and ridership of public transit within the City.

Policies:

- 1) Continue to expand the convenience and quality of local transit service.
- 2) Provide convenient connections and shuttle services from commuter rail stations to employment centers and entertainment venues.
- 3) Work with public transit providers to ensure that transit stops are safe, comfortable and convenient.
- 4) Continue multi-faceted efforts to inform the public about transit opportunities, scheduling and benefits.

Sound Land Use Planning

One of the challenges facing Anaheim is the development of successful commercial retail centers in strategic areas accessible to nearby residents and employees. This will help to reduce traffic congestion and air pollution at the same time. The problem has not been a lack of commercial uses; in fact, the City has an ample supply of land designated for such uses. The challenge is to attract quality retail centers. With the attractive shopping alternatives located in nearby cities, many residents have used their cars to travel to other retail destinations.

☞ Please reference the Economic Development Element for additional policies regarding retail leakage.

The solution does not lie in designating more land for commercial uses, but rather to make those areas, as desired by the City, become thriving and vibrant commercial activity areas. The primary strategies include consolidating commercial uses into strategic locations, particularly at the intersections of arterial corridors; encouraging new residential development along arterial corridors that bring new residents and income to areas served by commercial locations; utilizing various economic development and redevelopment tools and incentives; and providing carefully-tailored design guidelines which produce the type of quality development, mix of uses and pedestrian amenities which will attract repeat business.

Another strategy for reducing vehicle trips is "transit oriented development" (TOD) – the provision of higher density, mixed-use development near major rail and transit stops. These developments are designed to encourage easy access to transit and shopping

opportunities minimizing the need for a private car. With two Metrolink Stations, planned Bus Rapid Transit access, among other transit alternatives, the City has ample opportunities to incorporate transit-oriented design.

GOAL 11.1:

Encourage land planning and urban design that support alternatives to the private automobile such as mixed-use, provision of pedestrian amenities, and transit-oriented development.

Policies:

- 1) Encourage commercial growth and the development of commercial centers in accordance with the Land Use Element.
- 2) Encourage mixed-use development in accordance with the Land Use Element.
- 3) Encourage retail commercial uses in or near residential areas and employment centers to lessen vehicle trips.
- 4) Encourage higher densities and mixed-use development in the vicinity of major rail and transit stops.
- 5) Encourage a diverse mix of retail uses within commercial centers to encourage one-stop shopping.
- 6) Locate new public facilities with access to mass transit service and other alternative transportation services, including rail, bus, bicycles and pedestrian use.

Efficient, Clean-burning Public Transit

The City of Anaheim has taken innovative steps to encourage the use of electric and other alternative fuel vehicles. With several major tourist destinations, the City provides alternative fuel shuttle service for visitors. The electric transportation program has received an award from the Air Quality Management District in the area of Innovative Transportation Projects and, with increasing numbers of visitors to The Anaheim Resort, will continue to contribute to air quality improvements.

GOAL 12.1:

Continue to be a county leader in the use of electric and alternative fuel vehicles.

Policies:

- 1) Continue and expand the program to convert City vehicle fleets to alternative fuel and/or electric power.



- 2) Continue the City's program of providing a clean fuel Resort Transit Fleet.
- 3) Continue to work with Anaheim businesses to assist with fleet conversion to alternative fuels.
- 4) Work with the U.S. Department of Energy to achieve a Clean City designation for the City of Anaheim.

Educating the Public

Anaheim has made great strides in educating the public about air quality, energy conservation and public transit. Its City website has informative and easy to use links to commuter services, and tips for saving electricity and conserving water.

This community education effort is supplemented by school outreach programs that aim to teach students about protecting the environment and saving resources. Air quality planning, however, is a complex, ongoing effort, subject to Federal, State and regional laws and regulations, and one that Anaheim will continue to address in the future.

GOAL 13.1:

.....
Expand citizen and business outreach programs relating to policies that improve air quality.
.....

Policies:

- 1) Continue to update and improve the City's transit programs and informational resources – both web-based and print media.
- 2) Disseminate air quality educational materials to residents, businesses and schools.

Biological Resources

An important part of the Green Element includes natural open space that is home to native plant and animal species. Although much of Anaheim is built out, significant open space areas exist in the eastern portion of the City, like Deer Canyon and Oak Canyon, where protecting biological resources is an important task. In addition, several major parks of regional and statewide interest – the Chino Hills State Park and the Cleveland National Forest, are adjacent to the City and are home to a variety of plant and animal species.

Conservation of Biological Resources

The area generally south of the Riverside (SR-91) Freeway and east of the Orange (SR-55) Freeway falls within one of the most innovative and significant habitat protection plans in California – the Natural Communities Conservation Plan (NCCP). The Orange

County Central-Coast Sub-regional NCCP was approved in July of 1996. It consists of 37,000 acres covering portions of several cities and unincorporated areas, contains twelve habitat types and covers 39 sensitive plant and animal species.

The City will continue to support regional planning efforts to conserve biological resources within and adjacent to the City. In addition, future development in the easternmost portion of the City should be sensitively integrated with the adjoining habitat areas.

GOAL 14.1:

Conserve natural habitat and protect rare, threatened and endangered species.

Policies:

- 1) Support efforts to preserve natural habitat through continued participation in the Natural Communities Conservation Plan.

GOAL 14.2:

Support educational outreach programs related to habitat resources and conservation efforts.

Policies:

- 1) Encourage and support regional efforts to educate the public about habitat resources and conservation efforts.

GOAL 14.3:

Ensure that future development near regional open space resources will be sensitively integrated into surrounding sensitive habitat areas.

Policies:

- 1) Require new development to mitigate light and glare impacts on surrounding sensitive habitat and open space areas, where appropriate.

Mineral Resources

The California Geological Survey provides information about California's non-fuel mineral resources. The primary focus of the Mineral Resources Project is to classify lands throughout the State that contain regionally significant mineral resources as mandated by State Law. According to the California Geological Survey, parts of the East Anaheim, The Canyon, and Hill and Canyon Areas are identified as being within a Mineral Resource Zone, Class 2 (MRZ-2). Lands within this zone are determined to have a high potential for significant mineral deposits. The City of Anaheim has three sectors identified as containing mineral resources of regional significance. These sectors are shown on Figure G-3, *Mineral Resource Map*.



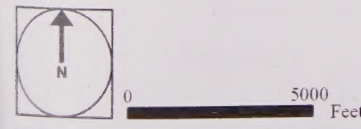
- Sector D – aggregate-sand and gravel deposits located between Orangethorpe Avenue and La Palma Avenue.
- Sector E – aggregate-sand and gravel deposits located at the southwest corner of the intersection of Miraloma Avenue and North Lakeview Avenue.
- Sector F – aggregate-sand and gravel deposits located in the Warner Basin near the intersection of La Palma Avenue and Tustin Avenue.

The three sites listed above are developed with industrial uses; therefore, their practical value as mineral resources is somewhat limited.

Mineral Resource Map



Source: OFR 94-15, Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III - Orange County. Miller, R.V., 1995.





effects of prevailing winds and locating landscaping and landscape structures to shade buildings).

- 2) Encourage energy-efficient retrofitting of existing buildings throughout the City.
- 3) Continue to provide free energy audits for the public.

Waste Management and Recycling

On average, Americans produce over four pounds of trash per day. As available space in and for landfills grows scarcer, cities all over the country have been mandated to manage waste more efficiently.

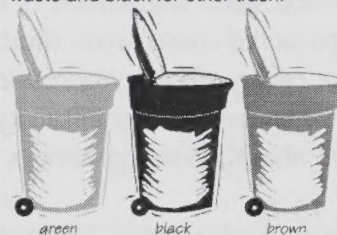
Waste Management and Recycling

The City's program – Recycle Anaheim – consists of an automated trash collection program along with a broader recycling and yard waste collection system. The Public Works Department also offers information on disposal and collection of hazardous waste, enclosure design and additional disposal services.

In addition, the City, in partnership with the California Integrated Waste Management Board, has identified The Canyon as a regional Recycling Market Development Zone (RMDZ). The RMDZ program diverts waste from California landfills by stimulating recycling businesses. The program provides assistance, such as information and low interest loans, to companies in The Canyon that use recycled goods to manufacture finished products. Statewide, the program serves 70 cities and over 700,000 customers.

The City of Anaheim has made great strides in reducing solid waste through its Recycle Anaheim program. In collaboration with its private contractor, the City provides an automated, curbside solid waste collection and recycling system for its residents.

Anaheim's recycling program uses color-coded barrels for waste disposal: green for recyclables, brown for yard waste and black for other trash.



GOAL 16.1:

Continue to monitor and improve the Anaheim Recycle program.

Policies:

- 1) Continue educational outreach programs for Anaheim's households, businesses, and schools on the need for recycling solid waste.
- 2) Provide adequate solid waste collection and recycling for commercial areas and construction activities.

Green Development Practices

The City has taken a leading role in promoting environmentally friendly, energy-efficient and sustainable development by integrating its policies related to conservation, open space, parks and recreation and landscaping into a comprehensive Green Element. By further establishing and implementing policies on "green building" design and construction, the City serves as a model for incorporating policies in the General Plan rather than applying them on an ad-hoc project basis.

Building construction can have a significant impact on the environment. With careful and sensitive design, new construction can have a positive environmental effect. The principles of "Green Building Codes," promulgated by the U.S. Department of Energy, include designing for:

"Green buildings" are environmentally-sound and resource efficient. They promote use of renewable energy - solar and wind - and reduce waste. Through careful design, green buildings reduce energy costs and fit sensitively into the community's infrastructure.

- **Energy efficiency** – building orientation and siting can save energy by using renewable resources such as solar and wind power. For example, locating major windows and building openings away from maximum sun exposure but towards prevailing winds can significantly cool a building.
- **Environmental impact** – site design can reduce storm water run-off and landscaping can conserve water, improve aesthetics and cool buildings;
- **Resource conservation** – selection of efficient building materials, installing energy-saving products and reducing construction waste saves money;
- **Indoor air quality** – proper ventilation standards reduce the potential for exposure to noxious materials and improve occupants' health; and
- **Community issues** – mixed use development and other development where buildings are sited near transit stops, public facilities, shopping and residences reduce reliance on automobiles; the provision of comfortable pedestrian amenities and bicycle storage facilities promote alternatives to the car.

Building Performance Standards

Green building practices and standards are a relatively recent phenomenon, but are becoming widespread nationally. Concerns over the unpredictability of energy prices and supplies have given the movement even more impetus. Energy efficient buildings not only save users on utility bills, but also satisfy several community goals at once – air quality, water conservation, urban runoff, and solid waste reduction.



GOAL 17.1:

Encourage building and site design standards that reduce energy costs.

Policies:

- 1) Encourage designs that incorporate solar and wind exposure features such as daylighting design, natural ventilation, space planning and thermal massing.

Enhancing Parks and Recreation Programs

The City of Anaheim provides a wide variety of parks and recreation facilities. Although State law does not require a Parks and Recreation Element, Anaheim recognizes the importance of including such an element in its General Plan.

The Vision

The City owns and operates nearly 50 parks totaling almost 700 acres and two 18-hole golf courses. Park facilities include neighborhood, community and special use parks. Regional parks, owned and operated by the County of Orange, provide other prominent park opportunities in and adjacent to Anaheim.

Despite this vast system of parks and recreational facilities, additional needs for new facilities are evident and are discussed below. Areas for enhancement include:

- Providing more neighborhood and community parks throughout Anaheim;
- Providing more community centers and cultural facilities, especially for teens and seniors; and,
- Providing more lighted and practice athletic fields and indoor recreational facilities, such as gymnasiums, in all areas of the City to meet current and future needs.



Originally named City Park, Pearson Park in the Anaheim Colony Historic District provides a wide range of passive and active recreational opportunities and is home to the Pearson Park Amphitheater.

PARK TYPES

Parks come in all shapes and sizes, from small pocket parks to large regional parks. Below is a description of the types of parks found in the City.



Local Parks – Neighborhood and Community Parks

Neighborhood Parks

This is the most common type of park in Anaheim. These are parks to which people walk or bike and are located within the neighborhood they serve. They are typically 5 to 15 acres in size and have a service radius of one-half mile. Neighborhood parks are located on separate properties and provide amenities determined through public participation, often including picnic areas, unlighted athletic fields, tot lots, court games, passive green space, restrooms, recreation and neighborhood center buildings and off-street parking. If possible, these are located adjacent to elementary or middle schools to facilitate joint-use with local school districts.



Stoddard Park, one of the several Neighborhood Parks located in Central Anaheim, includes sportsfields for soccer and softball, children's play areas, picnic facilities and a recreation center.

Community Parks

These parks serve several neighborhoods and have a service radius of up to 2 miles, which is about the same service radius as a high school. Their size ranges from 15 to 50 acres, providing similar and larger amenities than a neighborhood park including lighted ball fields, basketball courts, tennis courts, and community centers or large recreation buildings. Due to their larger size, community parks are designed for vehicular as well as pedestrian access. When possible, these parks are also located adjacent to middle or high schools to facilitate joint-use of the athletic facilities at the schools.



Long before the Angels moved to Anaheim from Los Angeles, La Palma Park was home to the first professional baseball team in Anaheim. Today, it provides a multitude of recreational uses for Anaheim residents and nearby employees.

Special Use Parks

Mini-Parks

Often called pocket parks, these are the smallest type of park and are usually less than five acres in size. They often consist of passive recreational uses (although basketball, children's play areas and other active uses can be included), provide little to no parking and serve a relatively small area. George Washington Park, Walnut Grove Park, Cottonwood Park, Little People's Park and Juliana Park are examples of this type of park.



George Washington Park provides nearby Colony residents with a park facility that reflects the historic character of the area.

Nature Centers or Specialized Recreation Centers

These facilities serve a specialized, Citywide need and tend to focus on one particular activity, such as a nature center or natural area, or tennis or golf complex.

Regional Parks

Regional parks are typically 50 acres or larger and have a wide range of amenities to attract a broad range of users and interests within and beyond the City limits. For such large-scale parks, service radii and standards can vary but they generally serve a population of between 50,000 to 100,000 people up to 30 miles away. There are a number of regional park facilities, operated by the County of Orange, located in, adjacent to, or near Anaheim. These facilities include:

- **Yorba Regional Park** – 166 acres in the eastern portion of Anaheim along the north side of the Santa Ana River
- **Featherly Regional Park** – 150 acres outside of the City limits north of the Riverside (SR-91) Freeway with camping, amphitheatre and nature trails
- **Weir Canyon Regional Park** – proposed park encompassing 2,100 acres near the proposed southerly extension of Weir Canyon Road in the City of Orange's sphere-of-influence
- **Santiago Oaks Regional Park** – 135 acres along Santiago Creek in the City of Orange
- **Regional Trails** – nearly 30 miles of hiking, biking and equestrian trails, the longest of which is the over 10 mile-long Santa Ana River Trail; the majority of the other trails are located in the hilly areas in eastern Anaheim.

State-Owned Open Space

The State has acquired approximately 4,000 acres as an addition to the Chino Hills State Park. The area is known for its Tecate Cypress forest, of which the trees are one of the last remaining stands in the world. It also has an important wildlife connection which enables wildlife to traverse from the south side of the SR-91 Freeway into Chino Hills State Park.

PARK PLANNING AREAS

Planning parks for a city of Anaheim's size and diversity is a challenge. For planning purposes, the City has traditionally been divided into three Park, Recreation and Community Service Areas (PRCS): West Anaheim, located west of Euclid Street; Central Anaheim, situated east of Euclid Street and west of the Santa Ana River; and East Anaheim, located east of the Santa Ana River (see Figure G-4, *Existing Park Facilities*). The criteria used to determine these planning areas include: geographic barriers, land use patterns, census areas, and high school attendance boundaries.



Anaheim's Existing Facilities

As shown in Figure G-4, Anaheim currently owns or operates a wide variety of parks and recreation facilities, totaling 677 acres. These include:

- 24 neighborhood parks
- 11 community parks
- 7 mini-parks
- 5 nature centers
- 3 specialized recreation centers

These parks feature passive uses such as picnic tables, barbecue facilities, and tot lots as well as active uses such as ball fields and tennis courts.

East Anaheim

Much of East Anaheim's parks are located in passive parklands. Two nature-oriented park areas, Oak Canyon Nature Center and the Deer Canyon Park Preserve (58 and 130 acres respectively), account for a significant portion of the parkland in East Anaheim. The area also contains several lighted soccer/football fields and softball fields and the Anaheim Hills Golf Course.



The Deer Canyon Park Preserve provides a valuable scenic wildlife and passive recreational resource for East Anaheim residents.

West Anaheim

Most of this area's parks adjoin existing elementary schools. They contain active community uses such as soccer fields, softball fields and tot lots. Two of the largest active recreational parks in Anaheim, Brookhurst Park and Twila Reid Park, are found here. West Anaheim is also home to one of the two Anaheim skateboard parks and the Dad Miller Golf Course.



The Dad Miller Golf Course was named for H.G. "Dad" Miller who was a pioneer for golf in Anaheim.

Central Anaheim

This part of Anaheim has more parks than any other, partly because it is the oldest and most intensely developed part of the City. The three oldest parks in the City, Pearson, La Palma and Boysen, are found here. Several of the parks in this area reflect the historic character and traditions of the Anaheim Colony, the historic heart of Anaheim.



Located adjacent to the historic Anaheim Train Station, Citrus Park provides volleyball and basketball courts, barbecues and a children's play area.

Existing Park Facilities



West Anaheim Area Park Facilities

1. Barton (4.8 Acres)
2. Brookhurst (27.0 Acres)
3. Chaparral (10.0 Acres)
4. Delphi (3.0 Acres)
5. Hansen (7.0 Acres)
6. John Marshall (16.0 Acres)
7. Maxwell (16.2 Acres)
8. Modjeska (23.5 Acres)
9. Peter Marshall (5.0 Acres)
10. Reid (27.2 Acres)
11. Schweitzer (11.5 Acres)

Central Anaheim Park Facilities

1. Downtown Community Center (Acres N/A)
2. Boysen (24.6 Acres)
3. Citrus (2.4 Acres)
4. Colony (0.2 Acres)
5. Cottonwood (1.0 Acres)
6. Edison (7.5 Acres)
7. Juarez (9.5 Acres)
8. Julianna (1.5 Acres)
9. La Palma (21.0 Acres)
10. Lincoln (5.1 Acres)
11. Little Peoples (1.5 Acres)
12. Manzanita (7.5 Acres)
13. Palm Lane (7.0 Acres)
14. Pearson (19.0 Acres)
15. Pioneer (15.3 Acres)
16. Ponderosa (9.0 Acres)
17. Rio Vista (12.8 Acres)
18. Ross Park (5.5 Acres)
19. Sage (8.6 Acres)
20. Stoddard (9.4 Acres)
21. Walnut Grove (3.0 Acres)
22. George Washington (3.0 Acres)
23. Willow (8.8 Acres)

East Anaheim Park Facilities

1. Anaheim Wetlands (5.0 Acres)
2. Canyon Rim (5.5 Acres)
3. Deer Canyon (130.0 Acres)
4. Eucalyptus (10.0 Acres)
5. Fairmont (7.5 Acres)
6. Imperial (7.5 Acres)
7. Nohl Ranch (4.5 Acres)
8. Oak (4.0 Acres)
9. Oak Canyon Nature Center (58.0 Acres)
10. Olive Hills (10.7 Acres)
11. Pelanconi (27.0 Acres)
12. Peralta (21.4 Acres)
13. Riverdale (8.5 Acres)
14. Sycamore (8.0 Acres)
15. Toyon (16.0 Acres)
16. Walnut Canyon (3.0 Acres)
17. Yorba Ballfields (16.0 Acres)

- Community Park
- Neighborhood Park
- Special Use Park
- City Boundary
- Sphere-of-Influence

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TABLE G-1: EXISTING PARK ACREAGES AND FACILITIES

	Acres	Type of Park	Sports Facilities							RECREATION FACILITIES								Additional Park & Recreation Facilities				
			Soccer/ Football	Baseball	Formal Softball	Basketball	Volleyball	Handball	Tennis	Skateboard	Shuffleboard	Horseshoe	Children's Play Area	Exercise Course	Swimming Pool	Picnic Facilities	Fire Ring	Concession	Amphitheater/ Stadium	Rec. Bldg./ Community Center***	Hiking	Adjacent Schools
WEST ANAHEIM																						
1 Barton	4.8	N	1		1							1									Barton Elementary School	
2 Brookhurst	27.0	C	2 (1L)	1L	2L	1			Y			1			T		1		CC/Senior		Gauer ES/Brookhurst JHS	
3 Chaparral	10.0	N	1		1	2L						1			T	Y			RC			
4 Delphi	3.0	S		2													1					
5 Hansen	7.0	N	1		1							1			T	Y					Hansen Elementary School	
6 John Marshall	16.0	C	2		2	1	1					1			T,S				RC		John Marshall Elementary School	
7 Maxwell	16.2	C	2 (1L)		3 (2L)							1	1		T		1		SC (Therapeutic)		Maxwell Elementary School	
8 Modjeska	23.5	C	2 (1L)		1L	1L	1					1			T,S	Y	1		RC		Francis Scott Key Elementary School	
9 Peter Marshall	5.0	N	1		1							1			T						Peter Marshall Elementary School	
10 Twila Reid	27.2	C	1L		1L	2				3	4	1	Disc Golf		T,S				RC		Twila Reid Elementary School	
11 Schweitzer	11.5	N	1		1	1	1					1			T		1				Schweitzer Elementary School	
Subtotal	151.2																					
CENTRAL ANAHEIM																						
1 Downtown Community Center	N/A	N/A																	CC			
2 Boysen	24.6	C	3(1)L	1L	2 (1L)		2					2			T		1		RC		Roosevelt Elementary School	
3 Citrus	2.4	N				1						1			T,S							
4 Colony	0.2	S													T							
5 Cottonwood	1.0	S										1			T							
6 Edison	7.5	N	1		1							1			T				RC		Edison Elementary School	
7 Juarez	9.5	N	1		1							1			T		1		RC		Juarez Elementary School	
8 Julianna	1.5	S				1	1	1				1			T,S							
9 La Palma	21.0	C	1L	1L								1			T,S		2	Stadium	NC		Lincoln Elementary School	
10 Lincoln	5.1	N	1		1							1			T							
11 Little Peoples	1.5	S				1						1			T,S							
12 Manzanita	7.5	N	1			1	1					2			T,S				NC			
13 Palm Lane	7.0	N	1		1							1			T						Palm Lane Elementary/Ball JHS	
14 Pearson	19.0	C	1L		1L		2		6L			1		1	T,2S			Amphitheater	NC			
15 Pioneer	15.3	C	1		1							2			T,S				RC		Sunkist Elementary School	
16 Ponderosa	9.0	N	1L		1L	1	1	3				2			T				NC			
17 Rio Vista	12.8	N	1		1							2			T		1		RC		Rio Vista Elementary School	
18 Ross	5.5	N	1L		1L	2L						1			T,S						Ross Elementary School	
19 Sage	8.6	N	1	1	1	1	1					1			T		1		RC		Stoddard Elementary School	
20 Stoddard	9.4	N	1		1							2			T				RC			
21 Walnut Grove	3.0	S				2	1					1			T,S							
22 George Washington	3.0	S										2										
23 Willow	8.8	N	1		1	1						1			T							
Subtotal	183.2																					
EAST ANAHEIM																						
1 Anaheim Wetlands	5.0	S										1			T,S				RC	Y	Canyon Rim Elementary School	
2 Canyon Rim	5.5	N	1		1	1	1								T					Y		
3 Deer Canyon Park Preserve	130.0	S										1			T,S				RC			
4 Eucalyptus	10.0	N	1		1	1L															Imperial Elementary School	
5 Fairmont	7.5	N(U)										1			T,S							
6 Imperial	7.5	N																				
7 Nohl Ranch	4.5	N(U)													T							
8 Oak	4.0	S																1	SC (Interpretive)	Y	Nohl Ranch Elementary School	
9 Oak Canyon	58.0	S							6													
10 Olive Hills	10.7	S													T					Y		
11 Pelanconi	27.0	S										1			T,2S		1		RC/NC		Crescent Primary/Intermediate School	
12 Peralta	21.4	C	2L		3L	1L	1L					1			T,S							
13 Riverdale	8.5	N	1		1	1						1			T,S				RC			
14 Sycamore	8.0	N	1		1	1L	1L					1			T,2S				RC			
15 Toyon	16.0	C	2L		2L	1L	1								T,2S							
16 Walnut Canyon	3.0	S(U)										1			T		1					
17 Yorba Ballfields	16.0	S	3L		3L																	
Subtotal	342.6																					
GRAND TOTAL	677.0																					
Recreation Buildings/Community Centers:																						

Facilities:
L - Lighted
Y - Yes
S - Picnic Shelter
(P) - Proposed
T - Picnic Table
Park Types:
M - Mini Park
N - Neighborhood Park
C - Community Park
U - Undeveloped Park
S - Special Use Park
Recreation Buildings/Community Centers:
CC - Community Center (larger than 10,000 square feet)
NC - Neighborhood Center (smaller than 10,000 square feet)
SC - Special Use Center
RC - Recreation Center

* Does not include City operated, used and/or programmed facilities at schools.
** Total does not include Canyon Rim Park site and Toyon Park site.
*** Does not include stand-alone community centers, which include the Downtown Community Center, the West Anaheim Youth Center (proposed) and the East Anaheim Community Center.

Additional City-Owned or Operated Facilities

In addition to the variety of parks identified above, the City is also home to a variety of City-owned or operated recreational facilities. These include:

- **H.G. “Dad” Miller Golf Course** – a 107-acre, 18-hole course with clubhouse and driving range
- **Anaheim Hills Golf Course** – a 174-acre, 18-hole course with driving range and clubhouse; located adjacent to the Oak Canyon Nature Center
- **Anaheim Tennis Center** – a city owned, privately operated facility adjacent to Boysen Park

PARK NEEDS

One of the primary goals of the Green Element is to ensure the adequate provision of park facilities for the current and future residents of Anaheim. As the City approaches build-out and its projected 2030 population of nearly 400,000, acquiring and developing new parkland and meeting Anaheim’s current standard of two acres of parkland per 1,000 residents will pose significant challenges. To offset some of these demands, local school districts will continue to provide additional recreation opportunities through formal and informal joint use agreements with the City.

As land becomes increasingly scarce, new and creative ways to accomplish this goal will need to be implemented. Through the Green Plan (Figure G-1), Green Element policies, and their implementation, the City of Anaheim will continue its tradition of meeting the park and recreation needs of its residents.

The Green Plan: Park Deficiency Areas

One of the key features of the Green Plan (Figure G-1) is the identification of Park Deficiency Areas. Park Deficiency Areas reflect those areas that, due to population pressures and limited park opportunities, are underserved by recreational facilities and includes residential areas that are located outside of a one-half mile radius of Neighborhood or within a two-mile radius of Community Parks or one-quarter mile radius of a Mini Park. These areas are based on needs established in the last update of the Parks and Recreation Element, demographic changes since the last update, and future land use and employment trends described in the Land Use Element.

RECREATION PROGRAMS AND TRENDS

Recreation programs encompass all the organized recreational activities and self-improvement courses sponsored by the City of Anaheim for people from pre-school age to the senior years. They are located throughout the City at parks, community centers and local schools. These include:



Programs for Pre-Schoolers – These include the Tiny Tots program, tumbling classes, dance, science, storytelling and arts and crafts. They are offered at limited times in a few areas.

Programs for Elementary School Children – These constitute the majority of the City programs and are often offered in conjunction with school activities. These programs include sports and athletics, arts and crafts, story theatre, dance, self-improvement courses and special events.

Teen Programs – This is a crucial age group to serve. The key element of this program has been teen clubs, oriented towards junior high students. Other programs include excursions, self-improvement classes, sports camps and athletic programs.

Adult Programs – Adult programs include a wide variety of fitness programs, self-improvement classes, softball leagues, tennis, soccer, volleyball and table tennis activities. Also included are a wide variety of subjects including computer classes, academic preparation, language courses, science, health and safety-related courses. The amount and type of classes offered depend on instructor availability, availability of classrooms, demand and scheduling constraints.

Senior Citizen Programs – The City of Anaheim offers a full range of senior citizen recreation and human resources programs. The programs are offered at senior and community centers.

GOALS AND POLICIES

Adequate Supply of Parks

The City currently maintains park dedication standards that require new development to ensure that two acres of parkland will be developed for each 1,000 residents added by the proposed development. Depending upon the magnitude of the residential development, the dedication may be in the form of direct dedication of improved land, the payment of fees in lieu of dedication, or a combination of both. The City has a park dedication ordinance, and park dedication fees are adjusted annually. While serving as important amenities for future development, private parks and open space amenities are not counted toward meeting park fee credits.

To supplement its own recreational facilities, the City has also entered into joint-use agreements with local school districts. School facilities such as gymnasiums, play equipment, sports fields, swimming pools and classrooms play a very important role in meeting residents' recreation needs and are available to the public as a result of these agreements. City golf courses, regional parks, neighboring cities' facilities and other specialized facilities, including the Angel Stadium of Anaheim, the Arrowhead Pond of Anaheim, Disneyland, Disney's California Adventure, Disney Ice and the Anaheim Convention Center, also fill more specialized commercial recreation needs.

GOAL 18.1:

Provide sufficient indoor and outdoor park, recreation and community service opportunities for existing and future residents and employees.

Policies:

- 1) Maintain a Citywide standard of at least two acres of parkland per thousand residents.
- 2) Locate neighborhood parks within walking distance of the surrounding neighborhood.
- 3) Locate parks adjacent to schools, where possible, to facilitate joint-use of publicly owned land and facilities.
- 4) Design new facilities to serve as many compatible, overlapping uses as possible such as baseball/softball outfields also serving as soccer fields.
- 5) Develop a network of at least one 10,000 square-foot multi-use, indoor facility (e.g., gymnasium) per 25,000 residents.
- 6) Continue to provide a variety of park types and facilities, especially dedicated sports fields and practice fields, that serve the diverse needs of Anaheim's neighborhoods.
- 7) Encourage development of park and community service facilities in areas of high employment concentrations to serve workers and residents alike.
- 8) Consider acquiring properties adjacent to schools, properties available on an opportunity basis, or excess freeway rights-of-way, when available, for park purposes.

Broad Range of Recreational Opportunities

In a city as large as Anaheim, there is a wide range of recreational interests. In its many parks, the City provides facilities for both organized sports and more passive uses such as picnicking and barbecuing. Being a city with many young families and children, after school programs, large sports fields, practice field areas and aquatic programs are in high demand. But the City also contains a large adult population with specialized recreation needs that include cultural programs, arts and crafts, and community events. The design and re-design of parks is, therefore, an on-going process, and the programming of recreational opportunities relies on using best management practices. The key is to stay connected with residents and use pro-active planning to anticipate changing needs.



GOAL 19.1:

Provide a broad range of recreation programs including fee and non-fee based sports activities, cultural programs, arts and crafts and Citywide events.

Policies:

- 1) Provide a wide variety of recreational facilities – in both active and passive areas of parks to satisfy diverse needs and activities.
- 2) Design and redesign parks to reflect the latest recreational features, responsive to population trends and community needs.
- 3) Continue to ensure responsive management practices that include staff training, efficient scheduling, and coordination with other City departments.
- 4) Tailor recreation programs to serve the community and include specialized populations, such as pre-school and elementary school children, teens, senior citizens, families, young adults and those with special needs.
- 5) Develop non-traditional approaches to provide supplementary services and programs where facility deficiencies exist (e.g., mobile programs, street events, entertainment, storefront operations).
- 6) Continue to develop public/private partnerships to expand recreational programs and opportunities.
- 7) Encourage the development of recreation programs aimed at serving the needs of businesses and employees within Anaheim.
- 8) Provide disability access to all park and recreation facilities.

Park Safety, Maintenance and Rehabilitation

Parks are among the most highly desired amenities that a city can provide, and their enjoyment depends, in large measure, on attention to detail. First and foremost, they must be safe places to enjoy for all members of the community. This means that facilities and equipment must be well maintained, that landscaping is carefully planned and maintained with security in mind, that organized activities are well supervised, and that ample lighting exists for authorized night use.

GOAL 20.1:

Vigorously maintain and upgrade Anaheim's parks and recreation facilities to better serve the needs of residents and workers.

Policies:

- 1) Continue to promote safety through active ordinance enforcement, risk management reviews, improved signage, park security programs and neighborhood park stewardship and community-based safety programs.
- 2) Continue to improve and maintain proper lighting in park facilities and fields without undue glare impacts on adjoining residential areas.
- 3) Reduce potential for injury by careful selection of equipment and timely repair of facilities.
- 4) Continue to conduct safety reviews of each park on a regular basis.
- 5) Convert underutilized areas within existing parks to better meet the needs of the community.
- 6) Continue to conduct regular reviews of existing public parks to determine maintenance needs, funding priorities, and long-term rehabilitation costs.
- 7) Reduce potential for vandalism through continued police patrols, neighborhood watch programs, stewardship programs and public outreach.

Community Outreach

A strong parks and recreation program is one that involves the community in its evaluation and programming. It has long been a goal of the City of Anaheim to involve all potential users in the effective planning and implementation of its parks and recreation program. The City periodically updates the parks and recreation and community services sections of the General Plan and conducts Citywide needs assessments as addressed in the Community Services Strategic Plan.

GOAL 21.1:

Conduct periodic and comprehensive community outreach efforts to improve our park and recreation facilities.

Policies:

- 1) Gather and evaluate community input on parks, recreation facilities and programs on a regular schedule.
- 2) Reevaluate design improvements, equipment and amenities of all City parks as part of the periodic updating of the Green Element.
- 3) Involve park users and citizens in the evaluation of park design through community workshops, design charettes and evaluation forms and surveys.



- 4) Pursue efforts to communicate in different languages with, and understand the needs of, the City's culturally diverse park users.
- 5) Continue to create a greater sense of stewardship for parks within each neighborhood and community through active public involvement (e.g., "Kids for Parks," public meetings, booster and service clubs) and volunteerism.
- 6) Maintain active outreach efforts between public and private agencies to provide a broad array of services and programs.

Improving Trails to Connect Anaheim

An important part of the City's recreation program is its system of trails and bikeways. This system provides residents with connections to parks, natural open space, community facilities and the regional network of trails and bikeways.

EQUESTRIAN, RIDING AND HIKING TRAILS PLAN

The City of Anaheim updated its Equestrian, Riding and Hiking Trails Plan with the adoption of its Parks, Recreation and Community Services Element in 1992. This represented a continuation and modification of the 1976 Trails Element of the General Plan. The current Master Plan [Figure G-5] shows the general alignment and classification of present and future trails, establishes a trail hierarchy, sets forth development standards for each class of trails, and outlines an implementation program. It delineates approximately 46 miles of trails for hikers, equestrians, pedestrians and mountain bikers. While trails are discussed in the Green Element, bikeways are addressed in the Circulation Element.

There are five primary goals of the trail system as described in the Master Plan:

- Provide a mix of trails to accommodate short, medium and long rides or hikes;
- Link parks and other public uses and facilities together, wherever feasible;



The Weir Canyon Trail is one of the many Anaheim trails that connect Anaheim residents to nature and to other recreational opportunities.



- Link to regional trails in Orange and Riverside Counties as well as to the Cleveland National Forest and Chino Hills State Park;
- Implement the trail system at all planning levels to ensure appropriate dedication and improvement of rights-of-way; and
- Take advantage of existing rights-of-way, wherever possible, for trail development (i.e. flood control channels, railroad rights-of-way, and powerline easements).

Most of the trails to be completed are in the eastern portion of the Hill and Canyon Area. There are a number of gaps in the existing trails system due to difficult terrain, intervening development or lack of necessary dedication. It is important to fill these gaps since they prevent completion of trail loops and give an incremental, incomplete character to the trail system and greatly reduce its convenience. An inventory of planned trails is provided in Table G-3.

TABLE G-2: INVENTORY OF EXISTING & PLANNED TRAILS					
No.	Name	Length (miles)	No.	Name	Length (miles)
1	Santa Ana Canyon	6.93	13	Oak Canyon	1.94
2	Lakeview	0.23	14	Hidden Canyon	2.39
3	Crescent	0.44	15	Weir Canyon	3.68
4	Pelanconi	0.47	16	East Hills	1.29
5	Mohler Drive	0.23	17	Savi Canal	0.84
6	Country	0.68	18	Anaheim Hills	1.14
7	North Loop	0.25	19	Nohl Ranch	1.16
8	Rainbow	0.61	20	Four Corners	4.14
9	Hummingbird	0.51	21	Santa Ana River	10.30
10	Imperial	0.23	22	Oak Canyon – East	0.58
11	Walnut Canyon Reservoir	1.56	23	Ridgeline	1.80
12	Fairmont	1.61	24	Golf Course Trail	2.89
TOTAL					45.9

The Master Plan will be extended to areas east of Weir Canyon Road providing direct links to the Cleveland National Forest trail network via the Coal Canyon and Santiago Trails and to the Riverside County riding and hiking trails via the Santa Ana River Trail.

COMPONENTS OF THE PLAN: TRAILS HIERARCHY

The Equestrian, Riding and Hiking Trails Plan is comprised of the following components:

- **Regional Trails** – These include major trails that are included in the Orange County General Plan, including the Santa Ana River Trail, developed to County standards.

Equestrian, Riding and Hiking Trails Plan



Note:
Trails shown of this plan are either existing or planned.

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- **Backbone Trails** – These are major links in the overall City trail system. They provide access out of local areas to the trail system as a whole and, as such, will generally receive priority for trail capital improvements funded out of the City's budget or through grants. Backbone trails may also be dedicated and developed by individual developers, as conditioned by the City.
- **Feeder Trails** – These are public trails that serve a local purpose, usually in an equestrian-oriented neighborhood. While not as critical as the backbone trail system, feeder trails do serve an important role as short loops.

Feeder trail systems are required to be dedicated in connection with development of properties along the trail route. Private trails are not shown on the Equestrian, Riding and Hiking Trails Plan map (Figure G-5). Where private trails exist, they should remain under private ownership. Future private trails should be designed and laid out to link with the public trails system.

- **Feeder Trail Overlay** – This specifies areas where feeder trails for primarily equestrian uses should be dedicated and improved as development occurs, but where precise trail routes have not yet been mapped.
- **Trail Heads** – These are major nodes where resting and staging facilities are provided. Such amenities can include parking, hitching posts, water, picnic facilities, shade trees, trail markers and informational postings and bulletin boards.
- **Trail Loops** – These are the basis of the trail system in the Master Plan. The idea is to provide varying lengths of trail loops that allow riders to return to their point of departure without requiring them to double back during their trip.
- **Varied Trail Segments** – Trail segments should vary in terrain, difficulty and surrounding environment to provide users with a varied and interesting trail options. Some trails run along urban streets with access to shopping and community facilities, offering an alternative to the car or sidewalks. Other trails link, circle or run through open, scenic and natural areas.
- **Expanded Trail System east of Weir Canyon** – The trail system will be expanded in the area east of Weir Canyon Road as the area develops. This provides direct links to the Chino Hills State Park and Cleveland National Forest trail network, and links to Riverside County's riding and hiking trails via the Santa Ana River Trail.

Trail Study Areas – A number of trail study areas have been identified on Figure G-6 in central and western Anaheim that depict potential trail locations that connect residents with recreational opportunities, schools and activity centers such as Downtown, The Anaheim Resort and The Platinum Triangle. The locations of these study areas are based on existing utility easements, railroad rights-of-way and flood control channels. Although they are mapped, the feasibility of their implementation has yet to be determined. Analysis of these study areas will need to look at potential



intergovernmental or joint use agreements, allowable trail uses, physical obstacles such as road crossings or existing development that interrupt trail connections, ownership constraints, and funding issues to determine their feasibility.

GOALS AND POLICIES

Completing the Trail System

Although the City is largely built-out, there is significant development that will continue in the eastern portion of Anaheim and focused areas in central and western Anaheim, and the trail system will be completed as those areas develop. In addition, existing gaps in the system need to be filled to provide the most complete and convenient trail system possible. Beyond the planning of the system, the challenge will be to devise the best possible program for constructing, upgrading and maintaining the system. Currently, trail dedication and development exactions are the primary method of implementing the Equestrian, Riding and Hiking Trails Plan. Coordination with regional bodies and filling in trail gaps within existing public rights-of-way will also help complete the system.

GOAL 22.1:

.....
Complete the Equestrian, Riding and Hiking Trails Plan by closing gaps in the existing network of trails.
.....

Policies:

- 1) Obtain dedication, acquisition and development of trail rights-of-way to City standards in order to complete the trail network shown on the Green Plan and Equestrian, Riding and Hiking Trails Plan.
- 2) Ensure that the trail system's completion provides a mix of short, medium and long rides or hikes.
- 3) Link the trail system, where feasible, with existing or future parks and other appropriate public areas.
- 4) Link the trail system with Orange and Riverside Counties' regional trails and with those in the Cleveland National Forest and Chino Hills State Park.
- 5) Expand the trail system by incorporating trails and trail stops within public and quasi-public rights-of-way.
- 6) Expand the trail system by working with the County of Orange to incorporate a hiking and biking trail along Carbon Creek.
- 7) Coordinate with the Orange County Water District and Regional Water Quality Control Board to expand uses within water basins to include trails and trail access.
- 8) Require homeowners associations to provide trail maintenance, repairs and insurance, where appropriate in private developments.

BEAUTIFYING THE CITY: Public Landscaping and Street Trees

One of the major goals of the Green Element is to beautify the City. Because the image of the City is often experienced from an automobile traveling along major corridors, a well-designed program of corridor landscaping and neighborhood street trees can reinforce an attractive community image.

Cities have long realized the key role that public landscaping, including its ongoing maintenance plays in their image. Some cities even have a City flower and an adopted landscape palette, but few go so far as to include a landscaping component as part of their General Plan. By including such a component in its Green Element, the City is taking a comprehensive approach to landscape planning as a key ingredient in the beautification of Anaheim.

This section also reinforces the role of landscaping to enhance the community's image as described in the goals and policies of the Community Design Element. The Green Element helps provide a strong unifying City image through policies that support theme landscaping and street trees. The plan supports the City's Urban Forestry Program, whose goal is to maintain, enhance and expand the City's stock of trees. In addition, the Green Element is consistent with the City's many corridor master plans. One of the goals of the Green Element is to address the landscape gaps along the major corridors and enhance City entryways and community edges with landscape improvement recommendations.



A landscaped median and parkway along Romney Drive provide an aesthetically pleasing entryway into the area anchored by the Anaheim Campus of the North Orange County Community College District.



In addition to creating a more aesthetically pleasing environment, landscape programs can also improve environmental quality, reduce energy costs, and enhance the pedestrian experience – all important goals of the Anaheim General Plan. For example, the inclusion of canopy trees in corridor landscape programs can provide many such benefits. They provide shade, which reduces exposure to ultraviolet light and cools roadways, sidewalks and ambient air temperatures. By reducing temperatures, they provide comfortable walking areas and reduce energy costs for shaded buildings. Furthermore, canopy trees can store rainfall on their leaves and branches, reducing overland water flow and subsequent stormwater runoff.

GOALS AND POLICIES

Public Landscaping and Street Trees

Anaheim devotes major funding to public landscaping, including medians, parkway maintenance and street trees. The Urban Forestry Section of the Community Services Department maintains street trees in residential, commercial and industrial areas and maintains the Official Trees Specie List, which consists of the 25 most commonly found parkway trees within Anaheim. The Tree Power Program, funded by the Anaheim Public Utilities Department, provides free shade trees to private property owners with the goal of reducing demand for electricity. The non-profit Community ReLeaf Anaheim coordinates community partnership tree plantings within the City’s right-of-way. The City has attained the status of “Tree City USA” every year since 1984 by the National Arbor Day Fund and maintains a database of the condition and location of its over 70,000 public trees.

Because landscaping along public rights-of-way is one of the most effective methods of improving community appearance and creating pleasant pedestrian-friendly environments, the City has also made it a major aesthetic and capital improvement priority. Since the City is framed and traversed by major arterial corridors, it is imperative that the City creates a Citywide landscape plan at major entry points, key intersections and corridors, where visibility is the greatest.

Powerline easements that intersect with these corridors should also be landscaped to soften the visual impacts of the powerlines from these corridors and to provide visible access points to those easements that are designated as open space connections on the Green Plan (Figure C-1).

Major stretches of corridors in the City are already beautifully landscaped; the goal is to expand this program throughout the City. Combined with efforts to underground utilities and provide unifying streetscape elements, the City will be recognized for its attractive and well-designed arterial corridors.

Please reference the Community Design Element, Enhanced Arterial Corridors, for detailed design policies.

GOAL 23.1

Continue to improve and expand the City's comprehensive tree programs.

Policies:

- 1) Preserve mature street trees where practical.
- 2) Evaluate and potentially modify parkway standards where appropriate.
- 3) Evaluate current standards to provide larger openings and wells, where practical, for tree placement to accommodate future growth and to mitigate potential damage to sidewalks and infrastructure.
- 4) Continue to pursue a variety of funding sources for the acquisition, accelerated maintenance and possible replacement of street trees.
- 5) Continue to strengthen neighborhood and community identity by using tree species consistent with the City's Official Tree Specie List.
- 6) Continue to identify neighborhoods in need of additional parkway trees and plant them as funding becomes available.

GOAL 23.2:

Complete the City's comprehensive program of corridor landscaping, including entryways, medians, and parkways, to strengthen the identity of major corridors and the City as a whole.

Policies:

- 1) Develop, implement and maintain a comprehensive landscape program for corridors in need of landscaping improvements.
- 2) Adopt landscape themes that give special identity to each corridor and reinforce the City's overall image.
- 3) Develop specialized landscape and design treatment for key entryways, intersections and powerline easements identified on the Green Plan, in accordance with the Community Design Element.
- 4) Develop guiding policies for accommodating drought-tolerant landscaping (xeriscaping) where it is considered appropriate.



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CITY OF ANAHEIM

GENERAL PLAN

INTRODUCTION

Public Services and Facilities Element

INTRODUCTION

Public services and facilities play an essential role in sustaining Anaheim's quality of life. The presence of high quality public services and infrastructure such as fire protection, law enforcement, parks, schools, water, sewer, and storm drain systems significantly influence the health and viability of the City's residential, commercial, and industrial communities.

The effectiveness of these community resources is the result of careful planning, thoughtful decisions and the provision of adequate funding. As Anaheim continues to grow and mature, the public services and facilities necessary to support new development will need to be provided and the existing facilities will continue to require maintenance, rehabilitation, and replacement.

The Public Services and Facilities Element identifies the City's goals, policies, and programs concerning the provision of public facilities and services, including the following:

- Fire Protection and Emergency Services
- Police Services
- Electric Utilities
- Water Utilities
- Sanitary Sewer System
- Storm Drain System
- Solid Waste Disposal
- Private Utilities
- Municipal Fiber Optics Infrastructure
- Overhead Powerlines and Facilities Siting
- Schools
- Libraries
- Community Centers and Cultural Facilities
- Neighborhood Improvement Services



RELATIONSHIP TO OTHER ELEMENTS

The Public Services and Facilities Element is closely related to the Land Use and Growth Management Elements. The location of existing or planned utilities, schools, fire stations, and other municipal facilities influences the type and intensity of development that can be supported within a given area of the City. Likewise, existing and future land use patterns provide guidance in determining the demand for and location of future public facilities and services. The provision of services and location and extent of public facilities is also an important consideration in the Circulation, Green, Safety, and Economic Development Elements.

ACHIEVING THE VISION

Major goals of the Anaheim Vision related to the Public Services and Facilities Element include:

- Ensure the safety of Anaheim's residents, visitors, and businesses.
- Provide high quality educational opportunities and cultural facilities.
- Offer an abundance of parks and open space resources.
- Optimize City services and facilities to meet the needs of Anaheim residents, visitors, and businesses.

ANAHEIM VISION:

"Anaheim...

... a mosaic of diverse people and thriving unified neighborhoods joined together by beautiful, accessible open spaces and well-landscaped roadways offering enhanced mobility for people and goods; safe place to live, work and play; quality educational opportunities; engaging gathering places; world class entertainment; recreational, spiritual, and cultural amenities available for all; and, a variety of economic opportunities for its workforce."

GOALS AND POLICIES

To plan for Anaheim's public service and facility needs, one must first examine the condition of the existing infrastructure and services. By analyzing the ability of current resources to support present and planned development, the City can determine what infrastructure improvements or service enhancements will be necessary to support the growth envisioned in the Land Use Element of the General Plan. This section examines Anaheim's current resources, such as emergency services, along with its infrastructure, including public facilities.

Fire Protection and Emergency Services

The City encompasses both a highly urbanized flat land area as well as a rural and suburban Hill and Canyon Area with varying topography and natural vegetation. The potential range of fire and safety considerations is varied. The dry vegetation, steep slopes and wind conditions in the Hill and Canyon Area create a potentially hazardous situation. The City has adopted fire hazard regulations for development in the Hill and Canyon Area and fire prevention measures including the use of fire retardant construction materials and landscaping, slope maintenance and brush clearance. Further information on wildfires and related City policies can be found in the Safety Element.



The Anaheim Resort Station

The Anaheim Fire Department employs both sworn and civilian personnel. Fire stations are strategically located to ensure an efficient demand response to all risk hazards. The Department staffs engine and ladder truck companies, and provides paramedic services, fire suppression, rescue and hazardous materials response capabilities. Figure PSF-1, *Fire and Police Facilities Map*, displays the location of the City's current fire stations and training facility.



The City is also part of a regional coordination system with other firefighting agencies. Fire units are dispatched through the Metro Cities Fire Authority. The Metro Cities Fire Communications Center (shown on Figure PSF-1) currently serves the citizens of seven cities: Anaheim, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Newport Beach, and Orange. The Communication Center, commonly referred to as Metro Net, is located in the City of Anaheim and dispatches fire and emergency medical services for more than 1.2 million citizens residing in 188 square miles within Orange County. The Anaheim Fire Department manages the day-to-day operations of the Center.

In addition to fire protection services, the Fire Department provides emergency rescue and medical services to Anaheim residents and visitors. The majority of calls placed to the Fire Department are requests for medical aid. The Fire Department maintains a Paramedic Membership Program, which guarantees that participants pay no out-of-pocket expenses for emergency medical services provided by the Fire Department. The Program does not, however, cover ambulance services. Ambulance services are provided by a private company, which coordinates closely with the Fire Department. The Fire Department also operates several educational and training programs on a number of issues related to fire prevention and public safety. Program topics include home fire safety, drowning prevention, used oil recycling, and CPR.

The Fire Prevention Bureau is a code enforcement division of the Fire Department, which consists of two principal sections – Life Safety and Environmental Protection. The Life Safety Section conducts fire and life safety inspections, issues Fire Code permits, and responds to citizen complaints. The Environmental Protection Section administers the City of Anaheim Certified Unified Program Agency (CUPA). As the CUPA, the Environmental Protection Section enforces State laws and regulations regarding hazardous materials and hazardous waste.

GOAL 1.1:

.....
Provide sufficient staffing, equipment and facilities to ensure effective fire protection, emergency medical and rescue services, permitting and fire inspection, and hazardous material response services that keep pace with growth.
.....

Policies:

- 1) Maintain adequate resources to enable the Fire Department to meet response time standards, keep pace with growth, and provide high levels of service.

Fire and Police Facilities Map



City of Anaheim

General Plan Program

Figure PSF-1 Page PSF-5

- 2) Maintain adequate fire training facilities, equipment, and programs for firefighting and inspection personnel and educational programs for the general public, including fire safety and prevention and emergency medical-related information.
- 3) Maintain and/or upgrade water facilities to ensure adequate response to fire hazards.



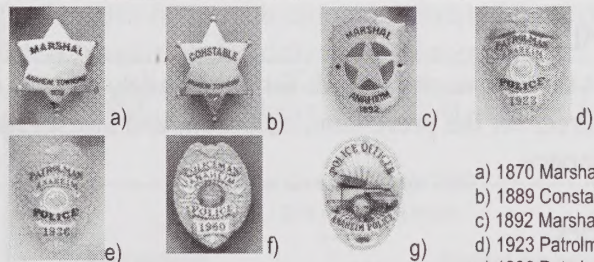
Law Enforcement and Crime Prevention

The Anaheim Police Department provides law enforcement services for over 330,000 Anaheim residents and 5,000 businesses. The Police Department also provides vital protection services for the City's tourist destinations, including Disneyland California Adventure, the Anaheim Convention Center, Angel Stadium, and the Arrowhead Pond of Anaheim. The Police Department has also responded to additional needs for increased security measures in light of the events of September 11, 2001.

Anaheim Police Department Mission:

"We, the members of the Anaheim Police Department, are devoted to our community by providing excellence in police services. We recognize our responsibility to maintain order and protect the residents and visitors to our City. We strive to build community partnerships to improve the quality of life in our residential and business neighborhoods."

The Anaheim Police Department employs sworn officers, support staff, and a Reserve Officer Detail. Officers operate out of four stations and the City is divided into four service districts (West, Central, South, and East). Figure PSF-1, *Fire and Police Facilities Map*, shows the location of the City's police stations and service district boundaries. A new West District Police Station will be built in conjunction with the West Anaheim Youth Center (see the discussion on Community Centers and Cultural Facilities).



The badge worn by Police Officers serving the citizens of Anaheim has gone through quite a few changes in the 125 years it has been worn, from the simple Marshal's star in 1870 (a) to the oval shield worn by Officers in the new Millennium (g).

- a) 1870 Marshal
- b) 1889 Constable
- c) 1892 Marshal
- d) 1923 Patrolman
- e) 1936 Patrolman
- f) 1960 Policeman
- g) 2000 Police Officer

The demand for law enforcement services is expected to increase in direct proportion to the growth of the City's resident and visitor populations and businesses. The resources to address this growth must be provided to ensure a safe community. As the City



continues to expand, the Police Department will need to increase the number of sworn and civilian personnel, expand facilities, supplement equipment and provide training.

The protection of the City's residents, visitors, businesses and property depends upon a partnership between the public and the Police Department. The Police Department continues to provide programs to empower and educate the community such as the **Neighborhood Watch Program**. The Department also coordinates the Activities League, which provides recreation and educational opportunities for Anaheim's youth and programs focused toward the City's tourist destinations such as the

Anaheim Ambassador Program. The

Police Department reviews all new residential, commercial, and industrial development projects and provides crime prevention recommendations. Finally, the City participates in the Standardized Emergency Management System (SEMS), which ensures multi-agency coordination for local and regional emergencies. Additional information on SEMS can be found in the Safety Element.

The **Neighborhood Watch Program** trains residents to recognize and report suspicious activities in their neighborhoods and to implement crime prevention techniques. Neighborhood Watch also encourages residents to get to know each other and form programs of mutual assistance. There are currently over 400 Neighborhood Watches established in the City of Anaheim.

The **Anaheim Ambassador Program** consists of trained volunteers, ranging from college students to retirees, who patrol the Anaheim Resort® and respond to tourist needs. The volunteers also act as liaisons between police and area businesses. In 2002, the Program was recognized by the Governor's Office on Service and Volunteerism as a key program in making Anaheim one of the safest resort districts in the United States.

GOAL 2.1:

Meet the community's needs for public safety and law enforcement by ensuring adequate resources for the prevention, detection, and investigation of crime, and response to calls for service.

Policies:

- 1) Maintain adequate resources to enable the Police Department to meet response time standards, keep pace with growth, and provide high levels of service.
- 2) Maintain a well-trained, well-equipped police force to meet changing needs and conditions by continually updating and revising public safety techniques and providing for effective evaluation and training of personnel.
- 3) Combat crime and increase public safety through community education programs, including active involvement in the Neighborhood Improvement and Neighborhood Watch Programs, and coordinate programs at local schools and other meeting locations.

- 4) Periodically evaluate population growth, development characteristics, level of service and incidence of crime within the City to ensure that an adequate level of police service is maintained.

Electrical System

Access to reliable and cost-effective electricity is crucial to the continued growth and prosperity of the City. By owning and operating its own electric utility, Anaheim maintains the ability to generate and purchase electricity in the most efficient, cost effective, and environmentally sound manner. Policies on energy conservation are found in the Green Element.

In 1894, by a vote of 103 to 5, the residents of Anaheim voted to start their own electric utility. The following year, the area's first City-owned electric utility was founded.

The Public Utilities Department continues to provide electricity to Anaheim's citizens and businesses. The distribution system consists of approximately 1,500 circuit miles of transmission and distribution lines, over 500 miles of which are underground (additional information on the City's Underground Conversion Program can be found in the section on Powerlines and Facilities Siting). Ten distribution substations are located throughout the City to ensure the safe and efficient transfer of electricity to residences and businesses. Anaheim Public Utilities provides its current customer base with more than 577,000 kilowatts and 2.7 billion kilowatt-hours annually.

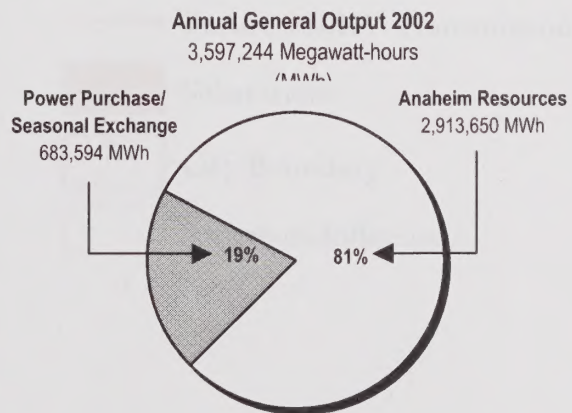
Anaheim's electric supply comes from resources located in or near Anaheim and across the western United States. Figure PSF-2, *Anaheim Public Utility Electric Supply*, identifies the proportion of energy supply that is generated by Anaheim-controlled resources. Power purchases and seasonal power exchanges,

Did you know?

- One megawatt of electricity serves about 750 residences.
- An average Anaheim household uses 500 kilowatt hours of electricity in one month.
- A 12,000-square foot solar array mounted on the roof of the Anaheim Convention Center provides Anaheim with 102 kilowatts of peak power and 158,000 kilowatts a year.

Source: Anaheim Public Utilities Factbook, 2003.

Figure PSF-2 Anaheim Public Utility Electric Supply



Source: Anaheim Public Utilities Factbook, 2003



coupled with market purchases as necessary to meet peak demand, round out the electric supply picture. Anaheim's electrical distribution system is illustrated in Figure PSF-3, *Electrical Distribution System Map*.

GOAL 3.1:

Generate electricity in a manner that is reliable, cost-effective, and sustainable.

Policies:

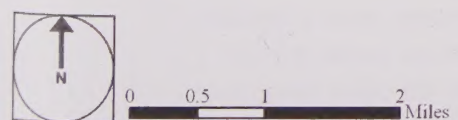
- 1) Coordinate with Southern California Edison and other suppliers regarding electricity supply and distribution to provide a continual source of reliable and efficient energy.
- 2) Ensure that adequate electricity capacity exists for planned development.
- 3) Encourage the development and use of renewable energy resources.

City of Anaheim



Figure PSF-3 Page PSF-11

Note: Electrical transmission lines and substations represent approximate locations.



Water System

Anaheim operates its own water utility and is one of the few cities in Orange County that operates its own water treatment plant. The City is in the unique position of having the ability to determine the efficiency and effectiveness of its water supply. The City also encourages water conservation through the continued development and expansion of programs and methods. Related policies on water quality and conservation are found in the Green Element.

The Public Utilities Department began supplying Anaheim residents with domestic water in 1879 from a single well, pumping plant, and a 20,000-gallon elevated redwood tank. By the end of its first year of operation, the municipally-owned and operated water system was supplying approximately 4,000 gallons per day to Anaheim residents. Other wells were later constructed and remained the sole source of water for the City until the 1940's. From then on, surplus water from the Colorado River Aqueduct was made available by the Metropolitan Water District of Southern California (MWD).

Today, the water system serves the entire City and some unincorporated areas of Orange County. As of 2003, the system includes approximately 744 miles of water mains, 61,500 active water meters and over 7,800 fire hydrants. The system facilities also include eight water connections to the Metropolitan Water District of Southern California, 27 active wells, one 920 million gallon reservoir for untreated water, a water treatment plant, 13 reservoirs, and nine booster pump stations. The system also includes 17 interties, which are interconnections between public water systems that permit the City's water system to exchange or delivery water with neighboring water systems. These exchanges generally take place during emergency situations such as unplanned system outages or failures.

The City utilizes two primary sources of water supply: groundwater produced from City-owned wells and imported water from the MWD. The proportion received from either source varies each year.

Anaheim's water system service areas range in elevation from less than 60 feet to over 1,200 feet above sea level. The distribution system is generally divided into two main geographic areas: the flatland and Hill and Canyon Areas. The flatland area encompasses approximately 21,000 acres situated generally north and west of the Santa



A Public Utilities Department employee inspects the condition of one of the City's wells.

Anaheim operates its own water quality laboratory. To ensure only high quality water that meets or exceeds all State and Federal drinking water standards is served to its customers, the City conducts over 30,000 tests and measurements annually.

Source: Metropolitan Water District of Southern California, 2003.



Ana River, and is almost exclusively served by groundwater. The Hill and Canyon Area encompasses approximately 11,000 acres situated generally south and east of the Santa Ana River, and is served primarily by imported water. Anaheim's water distribution system is illustrated in Figure PSF-4, *Water Distribution System Map*.

Current and projected water supplies are summarized in the City's Urban Water Management Plan (UWMP) that is updated on a five-year cycle. A copy of the UWMP, prepared in 2000, can be obtained from the Anaheim Public Utilities Department. Any improvements are directed towards achieving operational goals or improving overall system efficiency and reliability.

State Water Project (SWP)

While most of the water from MWD comes from the Colorado River Aqueduct, Anaheim may also receive water from the State Water Project (SWP). In 1960, California voters approved a billion-dollar bond issue to build the SWP. The SWP is a water storage and delivery system of reservoirs, aqueducts, powerplants and pumping plants. Its main purpose is to store water and distribute it to urban and agricultural water suppliers in Northern California, the San Francisco Bay Area, the San Joaquin Valley, the Central Coast, and Southern California. Maintained and operated by the Department of Water Resources, the SWP makes deliveries to two-thirds of California's population and is operated to improve water quality in the Sacramento-San Joaquin River Delta, to control Feather River floodwaters, provide recreation, and enhance fish and wildlife.

Source: Department of Water Resources

GOAL 4.1:

Provide a water system that produces high quality water, sufficient water pressure, and necessary quantities of water to meet domestic demands.

Policies:

- 1) Provide for the efficient and economic distribution of adequate water supply and pressure to all residential, commercial, industrial, and public areas served by the Public Utilities Department.
- 2) Continue to provide municipal water service that meets or exceeds State and Federal health standards and monitor water quality according to established criteria, with respect to health standards.
- 3) Examine and utilize the use of alternative water supplies, such as grey water and reclaimed water, where appropriate and feasible.
- 4) Continue to sponsor and provide water conservation and education programs.

Water Distribution System Map



City of Anaheim

General Plan Program

Figure PSF-4 Page PSF-15

Sewer System

The sewer system plays a crucial role in ensuring that the community remains clean, healthy, and enjoyable. Although most of the sewer system is adequate for existing and future development, a number of areas will require additional facilities to keep pace with future needs. If Anaheim is to continue to grow and prosper, the City's sewer system must be able to accommodate the quantity of wastes generated by residents and businesses.

Sewage is collected by City collector facilities and conveyed to trunk sewers owned and maintained by the Orange County Sanitation District, which then treats the sewage at regional facilities. There are small portions of the City that receive local sewer service from adjacent agencies, including the Stanton County Water District and the Garden Grove Sanitation District.

The existing sewer system was originally constructed during the 1950's and 1960's and was designed to meet the City's needs as identified at that time. Since then, additional sewer trunks and collectors have been added to accommodate growth. Today, the City maintains over 500 miles of sewer lines. The current sewer system is shown in Figure PSF-5, *Sanitary Sewer System Map*.

As shown in Figure PSF-5, *Sanitary Sewer System Map*, various sewer lines within the City are considered deficient. These deficiencies have been identified through prior studies and a variety of measures have been identified to address needed improvements.

GOAL 5.1:

.....
Provide a safe and effective sewer system that meets the needs of the City's residents, businesses, and visitors.
.....

Policies:

- 1) Ensure that appropriate sewer system mitigation measures are identified and implemented in conjunction with new development based on the recommendations of prior sewer studies and/or future sewer studies that may be required by the City Engineer.

Storm Drain System

Anaheim encompasses approximately 50 square miles of land, much of which is paved and impervious to stormwater. When it rains, thousands of gallons of water, as well as trash, oil, and other pollutants travel through the storm drain system. The current system contains a number of segments that are in need of improvement. To ensure the continued safety and well being of the City, the capacity of its storm drainage system must be improved.



All Southern California cities, including Anaheim, have historically designed local streets and arterial highways to serve the secondary function of transporting stormwater during periods of peak runoff along with their primary purpose of moving vehicular traffic. As the City grew, however, the growing expanse of impervious surfaces such as roads and parking lots left fewer places for stormwater to soak into the ground, creating the need for additional drainage systems. Accordingly, storm drain facilities were added beginning in the late 1950's and early 1960's.

Regional facilities include the Santa Ana River and other major channels such as Carbon Creek, Anaheim-Barber City Channel, and East Garden Grove-Wintersberg Channel (the EGGW). The EGGW is located along the coasts of Newport Beach and Huntington Beach and is not shown on the map. Major regional drainage facilities are designed to provide protection against major loss of life and property for a 100-year storm event. Intermediate facilities include smaller channels and detention facilities such as the Carbon Canyon Diversion, Carbon Canyon, Atwood, Richfield, and Southeast Anaheim Channels. The intermediate facilities are primarily designed according to a 25-year storm standard. The regional and intermediate facilities are owned and maintained by the Orange County Flood Control District.

Anaheim is divided into 44 distinct drainage districts that are supported by a system of regional, intermediate, and municipal storm drainage facilities. Figure PSF-6, *Existing Storm Drain System Map*, illustrates the City's existing storm drain system, and PSF-7, *Existing Storm Drain Conditions Map*, identifies those considered deficient. Drainage patterns within the City are varied. Runoff is primarily conveyed on street surfaces as well as local storm drainage facilities to the County's intermediate and regional facilities. The Public Works Department operates over 67 miles of local storm drains and facilities.

GOAL 6.1:

Maintain a storm drain system that will adequately protect and enhance the health, safety and general welfare of residents, visitors, employees, and their property.

Policies:

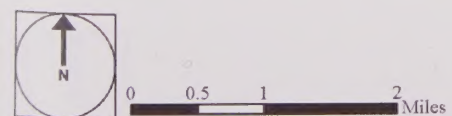
- 1) Improve the City's storm drain system to address current deficiencies as well as long-term needs associated with future development to minimize flood damage and adequately convey rainfall and subsequent runoff from a 25-year frequency storm.
- 2) Develop Anaheim's flood control system for multi-purpose uses whenever practical and financially feasible (i.e., recreational, water quality/treatment, infiltration, etc.).
- 3) Minimize the amount of impervious surfaces in conjunction with new development.
- 4) Minimize the disturbance of natural water bodies and natural drainage systems, where feasible, resulting from development including roads, highways, and bridges.

Sanitary Sewer System Map



Note:

The sewer system for the Mountain Park area will be determined in connection with the Mountain Park Specific Plan.

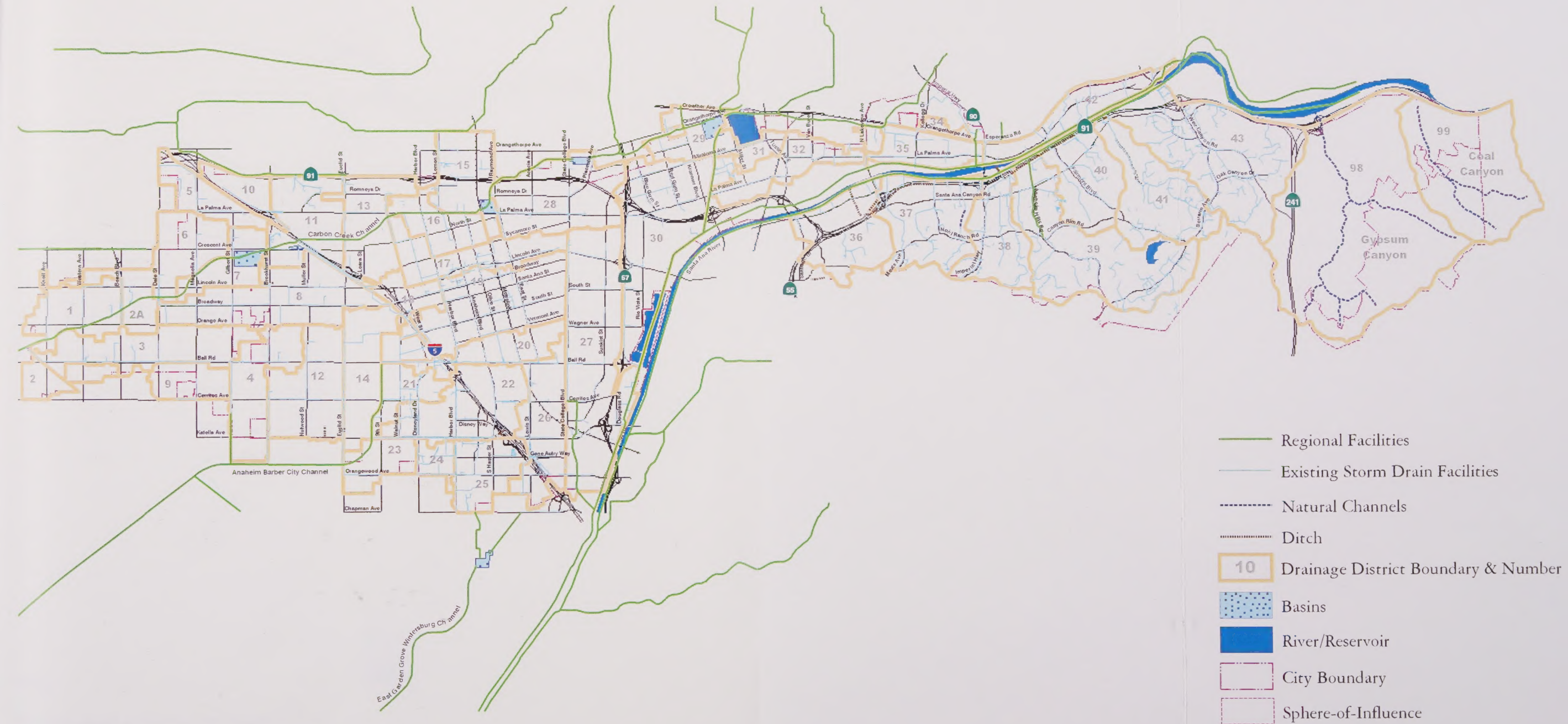


City of Anaheim

General Plan Program

Figure PSF-5 Page PSF-19

Existing Storm Drain System Map



City of Anaheim

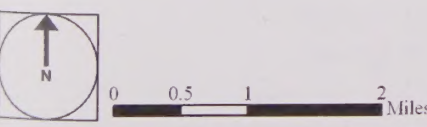
General Plan Program

Figure PSF-6 Page PSF-21

Existing Storm Drain Conditions Map



Note:
The storm drain system for the Mountain Park area will be determined in connection with the Mountain Park Specific Plan.



Waste Management

The proper management of waste is crucial to the City's health, environment, and economy. Solid waste collection and disposal is provided for the City of Anaheim through a private contractor. After the waste is collected, it is processed through a system that separates the recyclables. The recyclable materials are then transferred for immediate shipment to domestic and international markets. Household toxic waste is disposed of at the North Orange County Household Hazardous Waste Collection Facility operated by the County of Orange at 1071 North Blue Gum Street in Anaheim. Remaining non-recyclable waste is processed and consolidated before delivery to Southern California landfills.

As landfills reach their capacities and new landfill sites become increasingly difficult to establish, the need to reduce solid waste generation is crucial. State law currently requires that local jurisdictions divert at least 50% of their solid waste from landfills through conservation, recycling and composting.

The County of Orange Integrated Waste Management Department is responsible for formulating strategies to identify short- and long-term solid waste disposal options for cities as landfills reach capacity.

Anaheim residents produce between 400,000 and 500,000 tons of waste each year.

Source: County of Orange Integrated Waste Management Department

Anaheim participates in over 20 programs such as residential curbside recycling to facilitate the diversion of waste. The City has also adopted a Source Reduction and Recycling Element and a Household Hazardous Waste Element as part of the Orange County Integrated Waste Management Plan in compliance with State law. More detailed information on the City's recycling policies can be found in the Green Element.

GOAL 7.1:

Minimize, recycle and dispose of solid and hazardous waste in an efficient and environmentally sound manner.

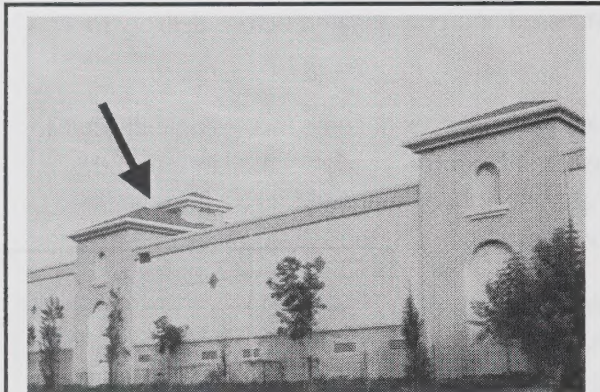
Policies:

- 1) Ensure that solid waste generated within the City is collected and transported in a cost-effective manner that protects the public health and safety.
- 2) Reduce the volume of material sent to solid waste sites in accordance with State law by continuing source reduction and recycling programs and by ensuring the participation of all residents and businesses.



Private Utilities

Private companies also provide private utility services that impact the City's economy, image, and quality of life. Companies provide natural gas, telecommunications and cable television services. The infrastructure capacity for these utilities is expected to expand with new development. These companies maintain infrastructure that is visible to City residents and visitors. These facilities should be located and designed to be compatible with the surrounding land uses.



A cell antennae is concealed in the dormer (the small gable projecting from the sloping roof) on the roof of this self-storage building.

The City's communication infrastructure is vital to the City's success and enjoyment. Adequate provision of information-based systems supplies Anaheim with the resources needed to offer the very best in educational, economic, and recreational opportunities.

Other communication systems that are vital to the enjoyment and success of Anaheim residents and businesses include high-speed Internet access and wireless communication systems. High

speed Internet access is available in Anaheim through satellite, cable, and phone line-based service providers, and is, therefore, considered widely available. Wireless communication systems include cellular phone, wireless Internet, and wireless network systems.

Although the services described above are not under the direct control of the City, it does work with local service providers on system access, siting, and aesthetic designs.

GOAL 8.1:

.....
Coordinate with private utilities to provide adequate natural gas and communications infrastructure to existing and new development in a manner compatible with the surrounding community.
.....

Policies:

- 1) Coordinate with private utilities to provide Anaheim residents with high-speed, high-capacity information systems and adequate natural gas infrastructure.
- 2) Coordinate with private utilities on site design and land use compatibility issues.

Municipal Fiber Optics Infrastructure

The Anaheim Public Utilities Department operates a fiber optics infrastructure that consists of a 72-mile network that interconnects Utilities and some municipal facilities together. The infrastructure facilitates digital radio dispatch communications, video and phone systems, municipal data networks, and Internet access. The network also interconnects electrical substations, water wells and pumping stations, and other City buildings.

A recent 22-mile underground addition, acquired from a private company in 2001, extends the reach of the fiber optics routes into the commercial and industrial parts of the City. One route extends from The Anaheim Resort to a commercial district in the City of Orange. Future fiber optics network expansion is planned to interconnect water facilities and proposed electrical substations in the Hill and Canyon Area and other locations within the City.

The municipal fiber optics infrastructure has spare capacity that can be utilized by outside entities. Therefore, the Public Utilities Department is preparing plans to market the extra capacity to telecommunications service providers, businesses, and educational and governmental institutions. This will extend the reach of fiber optics-based services within Anaheim and expand the telecommunications choices available throughout the City. The City's fiber optics infrastructure is illustrated in Figure PSF-8, *Fiber Optic Backbone Map*.

GOAL 9.1:

Provide a dependable fiber optics system that meets existing and future needs.

Policies:

- 1) Maintain and, when desirable, expand fiber optics capacity to ensure Anaheim businesses and educational and governmental institutions enjoy adequate high-speed communications access.

Powerlines and Facilities Siting

Two of the most effective means of improving the appearance of Anaheim are to place overhead utilities underground and screen utility devices and facilities. Considerable progress has been made in undergrounding overhead utilities through the City's Underground Conversion Program, with over 67 circuit miles undergrounded between 1990 and 2003. Undergrounding utilities is an important component of the City's ongoing corridor beautification efforts.

In addition, utility facilities such as electrical substations and water wells should be located and designed to be as inconspicuous as possible. The use of landscaping is an effective method of integrating and screening these facilities. Developing standards for



utility devices such as water back flow equipment, utility boxes and transformers continues to be a City priority. Specific policies addressing the design and location of utility devices are found in the Community Design Element.

GOAL 10.1:

Improve the City's appearance by mitigating the visual impacts of utility equipment and facilities.

Policies:

- 1) Continue to implement the Underground Conversion Program in public rights-of-way and increase the number of underground utility districts, as appropriate.
- 2) Use a combination of architectural enhancements, equipment undergrounding, screen walls and landscaping to reduce or eliminate visibility of utility equipment and facilities, whenever feasible.

School Facilities

The provision of a high quality education system significantly influences the future of Anaheim's children and the City itself. Education provides Anaheim children with more than just the basic skills needed to function and participate in the community. The education system shapes the life-long opportunities available to the City's children and adults alike. A wide variety of educational opportunities are essential to ensure that the City's residents and economy remain healthy and competitive. Anaheim's educational facilities include:

- Public Schools
- Private Schools
- Technical and Vocational Schools
- Alternative Education Facilities
- Public and Private Colleges

In January 2003, the North Orange County Community College District opened a new campus at 1830 W. Romneya Drive.

This campus offers programs from The School of Continuing Education that are beneficial to local businesses and the local community. Programs designed specifically for older adults, disabled students, and children are also available. The District's Culinary Arts program provides both training and food service to students and staff.

Anaheim is served by eleven school districts that oversee 49 elementary, 10 junior high, and 14 high schools within City boundaries. These public schools currently educate well over 100,000 students and offer additional educational opportunities and facilities to the community at large. In addition, the North Orange County Community College District recently opened a campus that provides a variety of college and continuing education

Fiber Optic Backbone Map



City of Anaheim

General Plan Program

Figure PSF-8 Page PSF-29

programs. Figure PSF-9, *Public Schools, Libraries, Community Centers, and Cultural Facilities Map*, displays the locations of Anaheim's public schools.

As Anaheim continues to grow and attract new families, improvement of existing school facilities and the construction of new facilities will be necessary. The General Plan's Environmental Impact Report analyzes the future educational needs of Anaheim residents.

Providing public schools remains a continual challenge for school districts, primarily because of limited funds and availability of adequately sized sites. Although the provision of adequate school facilities is the responsibility of the school districts serving Anaheim, the City will continue to work with the various educational entities and organizations to identify the best school sites and quality educational opportunities. As an example, the City's Green Element provides policy guidance on joint-use facilities by locating parks and schools adjacent to each other to take advantage of public land ownership. The funding of schools is under the legislative purview of the State. The California Educational Code (Section 17620) authorizes school districts to collect fees for the mitigation of new development impacts. The City ensures these fees have been collected by the relevant School District prior to issuing building permits for new development.

Private education also supplements Anaheim's public education system. Private schools offer residents alternatives to public schools for primary and secondary education. Technical and vocational schools offer students and current employees educational programs to develop the skills and knowledge needed to adapt to today's work environment. Additional policies regarding vocational training are found in the Economic Development Element.

GOAL 11.1:

Coordinate with public and private educational entities to provide a variety of high-quality education and training opportunities to meet the needs of a diverse community and economy.

Policies:

- 1) Continue to assist school districts in their long-range planning for school facilities.
- 2) Encourage the provision of additional workforce training and development resources.



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Public Schools, Libraries, Community Centers, and Cultural Facilities Map



- Schools**
- Elementary
 - Jr. High School
 - High School
 - Alternative Education Facilities
 - Proposed School
- Within Anaheim School Districts
- ▲ Library
 - Community Center
 - ◆ Cultural Facilities
- City Boundary
- Sphere-of-Influence

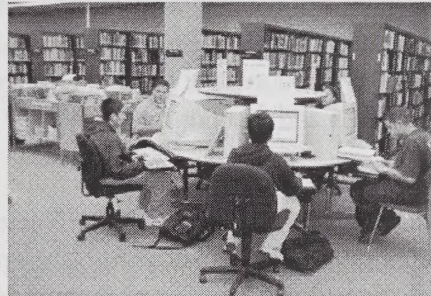
City of Anaheim

Public Library System

Ensuring that library facilities continue to meet the needs of the community is an ongoing challenge. Increases in service demand will continue due in part to future population growth, as well as the need to provide services to specific demographic groups, especially growing student, children, and senior populations in the community.

Anaheim's library system first began in 1902 within a corner of a candy store on what is now Lincoln Avenue. It found permanent quarters when the Carnegie Library building, which still stands on the corner of Anaheim Boulevard and Broadway, was completed in 1908. By the 1960's, the City's library needs had far outgrown this space. Between 1962 and 1981, the City constructed new facilities to provide library services to the growing community. In 1964, the central Library moved into its current location at 500 West Broadway.

The Anaheim library system now consists of a Central Library, four branches, and a Bookmobile. Figure PSF-9, *Public Schools, Libraries, Community Centers, and Cultural Facilities Map*, shows the locations of Anaheim's libraries. On-line catalogs and databases are available at each library location and are also accessible to library patrons via the Internet. The Central Library is the largest library in the system and contains the most comprehensive collections of fiction and nonfiction books. It also maintains collections in Spanish, Vietnamese, Chinese and Korean. An extensive calendar of programs, tours, and other activities for Library patrons, particularly for children, is available year-round.



Anaheim's Library system provides life-long learning opportunities for Anaheim residents.



Storytime at City libraries educate and entertain many young Anaheim residents.



The Bookmobile provides library services throughout the City.



The City of Anaheim Library Services Division maintains a Strategic Plan to guide the future program and development of the City's libraries. The Strategic Plan includes a vision statement and a list of strategies that identifies the needs and functions of the library system.

The City developed a comprehensive Library Facilities Master Plan in 2000. Numerous expansion, replacement, refurbishment and new construction projects are planned or underway to increase capacity of the Anaheim library system. These projects are part of a distributed plan of service strategy described in the Library Facilities Master Plan. This method utilizes a system of satellite service facilities that can travel to or be located at targeted areas of need, branch libraries that provide local access to library resources, and a central library, which provides a comprehensive range of services and facilities.

Excerpts from the City of Anaheim Library System's Vision:

"Anaheim libraries are centers for lifelong learning which create a link to the past and a bridge to the future. ...There are no cultural, physical, economic, or time barriers to the use of the library. Innovative, high quality programs serve the diverse informational, educational, cultural and recreational needs of the Anaheim community. ...The library continually provides enhanced benefits to its users and expands its resources through active public and private partnerships. ...By providing the tools people need to shape their lives, our library serves as an avenue for personal development, as well as a significant source of community pride."

Source: City of Anaheim Library Services Division Strategic Plan, 1997.

GOAL 12.1:

Maintain and expand library facilities and services to meet the community's needs.

Policies:

- 1) Enhance library facilities to improve inventory, services, accessibility, and public image.
- 2) Expand community programming activities and services.
- 3) Encourage the use of technology both in library operations and resources to promote efficiency, accessibility, and innovation.

Community Centers and Cultural Facilities

Community centers and cultural facilities play a vital role in Anaheim's social, cultural, and civic activities. They provide a setting to gather, socialize, and create, expand, and promote cultural events and activities. These multipurpose facilities serve residents of all ages, abilities and cultural backgrounds.

The City's Cultural Plan seeks to develop and expand the cultural and artistic infrastructure for Anaheim residents. As part of this goal, the Cultural Plan stresses the need for accessible meeting, workshop, classroom, storage, and event space.

The Community Services Department maintains and operates community centers, youth centers, neighborhood centers, and cultural facilities in the City of Anaheim. In addition, there are a number of cultural facilities that are privately-owned and operated. The facilities and associated needs and limitations are described below and are mapped on Figure PSF-9, *Public Schools, Libraries, Community Centers, and Cultural Facilities Map*.

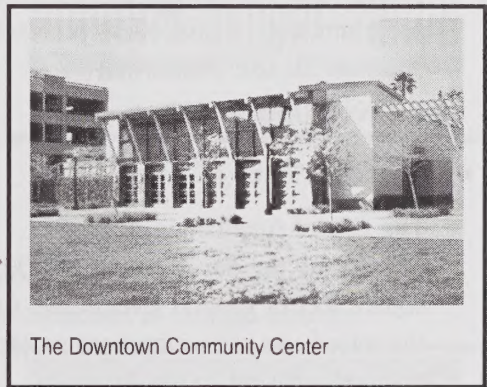
Community Centers

- Brookhurst Community Center

2271 West Crescent Avenue: The Brookhurst Community Center is a 16,000-square foot, multi-function center serving both the general public and the senior citizen population. The Community Center accommodates a number of events, including banquets, business meetings and classes, conferences and seminars, and trade shows and exhibits. The Center is primarily used by the senior community, who draw upon the health, recreation, education and other assistance programs offered at this facility. The City anticipates a 4,500-square foot expansion of the facility to develop additional services for seniors and the general public.

- Downtown Community Center and Youth Center

250 East Center Street: The Downtown Community Center is a 42,000-square foot facility comprised of two parts. A 14,000-square foot gymnasium offers a variety of sports and exercise activities, while the remaining 28,000 square feet is dedicated to general use, including the Anaheim Senior Center.



- East Anaheim Community Center

8201 East Santa Ana Canyon Road: The 10,000-square foot East Anaheim Community Center is located in a three-story building that also serves as a police substation, and a public library is planned in the future. The Community Center houses a variety of community service programs as well as providing meeting rooms for use by the public. An 11,000 square foot gymnasium is also proposed for this facility.

- West Anaheim Youth Center and Police Station

320 South Beach Boulevard: When completed, the 28,500-square foot youth center and police station will provide services to residents of West Anaheim. It is anticipated that the facility will include a teen activity room, two classrooms, a



homework center, weight and fitness rooms, as well as office and meeting space. A gymnasium is also planned for the facility.

- Neighborhood Centers

In addition to the large community and youth centers, Anaheim also maintains a number of smaller neighborhood centers. These neighborhood centers are often located in parks and provide recreation services and various outreach programs. A complete listing of these facilities can be found in the Green Element (Table G-2).

Cultural Facilities

- Anaheim Museum

241 South Anaheim Boulevard: The Anaheim Museum is a 6,000-square foot facility that serves as a historical, art and children's museum that delivers a highly professional standard of exhibitions and programming. It also offers professional visual artists use of informal studio/workshop space.



The Anaheim Museum in Downtown Anaheim, formerly known as the Carnegie Library.

- Anaheim Heritage Center

The City of Anaheim is currently negotiating the development of 10,000 square feet of ground level public space in the mixed-use redevelopment project planned adjacent to the Anaheim Museum. This new facility would house the City's local history room as well as a number of other attractions for visitors in the Downtown Area. The building will include gallery space for rotating exhibits. A plaza with a historic orientation will link the new space with the Carnegie building to create a cultural destination for residents, visitors and students. This facility would be an adjunct of the Anaheim Museum and the Anaheim Local History Program and would be a destination for visitors and Anaheim students.

Madame Modjeska (1840-1909)

Helena Modjeska, better known as Madame Modjeska, was a world-famous dramatic actress who lived in Anaheim at the turn of the 20th century. An immigrant from Poland, Modjeska traveled to America in 1876 with her husband to form an agricultural colony in Anaheim. Although their colony failed, Modjeska took up acting and soon performed throughout the Country. When not performing, Modjeska made her home in what is now known as Modjeska Canyon.

- Cultural Arts Building

280 East Lincoln Avenue: Originally built as a church hall, the Cultural Arts Building eventually served as the City's senior center for over 20 years. Upon the completion of the new Downtown Community Center and Senior Center, this facility became the

PUBLIC SERVICES and FACILITIES ELEMENT

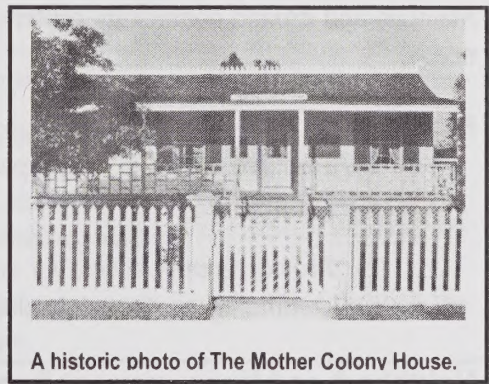
administrative home of the Anaheim Ballet, Anaheim Arts Council, and Orange County Symphony. In addition, the Anaheim Ballet utilizes the remaining space for practices and rehearsals.

- Freedman Forum

201 E. Broadway: This facility consists of a 2,500-seat theater and an 18,000-square foot support building, which provides shop and loading space, a rehearsal hall, and 10,000 square feet of office space. The facility can support a wide variety of programs.

- Mother Colony House

414 North West Street: Built in 1857, the Mother Colony House is the oldest museum in Orange County and is operated by the Anaheim Public Library. The Mother Colony House is among the few remaining buildings in Anaheim from the 19th Century. The Anaheim Library, with local school districts, sponsors educational tours for the third-grade classes as part of the California history curriculum requirement.



- Elizabeth J. Schultz Local History Room

500 W. Broadway: Housed on the second floor of the Central Library, the Local History Room offers the most comprehensive collection in Orange County, specializing in Anaheim history, Disneyland, Googie architecture and signs and the Anaheim Angels. Established in 1967, this cultural resource supports student assignments and visits, research and family history.

- Pearson Park Amphitheatre

401 N. Lemon Street: Located in Pearson Park, the facility seats 2,000 persons in an open amphitheatre. The theatre provides an intimate environment for dance and theater performances, and musical productions during the spring, summer, and fall, when the Southern California climate is at its best. The performances are known to draw large crowds.





- Citrus Packing House

454 S. Anaheim Boulevard: Built adjacent to the railroad tracks on Santa Ana Street, the citrus packing facility was declared eligible for listing on the National Register for Historic Places. The large City-owned structure is backed by a single barn-like open space with a wood trussed, saw-tooth skylight roof.



The Citrus Packing House
James E. Lancaster, Ph.D. photo

GOAL 13.1:

Maintain and expand community centers and cultural facilities to meet the community's needs.

Policies:

- 1) Preserve, improve and, expand existing multipurpose community centers as feasible.
- 2) Provide greater access for community and cultural organizations to community centers and cultural facilities.

Neighborhood Improvement Services

Keeping Anaheim beautiful is a top priority for the City, its residents, and its business community. The maintenance of a clean, safe, and attractive city fosters civic pride and enhances economic vitality. The Planning and Public Works Departments provide rapid response to code violations, removal of unsightly graffiti, and the maintenance of streets and sidewalks. Through the maintenance and improvement of property and public rights-of-way, all those who live in, work in, and visit Anaheim can experience a sense of pride and well-being.

The Planning Department's Code Enforcement Division promotes and maintains standards through community involvement, education and regulation to enhance neighborhood appearance and safety. The Public Works Department maintains the City's streets and sidewalks in a safe and usable condition to ensure public safety, maintain street durability, facilitate the flow of pedestrian and automobile traffic, and provide an attractive environment. Street maintenance includes street sweeping, pothole repairs, utility cuts, asphalt patching and resurfacing. The Public Utilities Department operates the City's Underground Conversion Program, which improves the City's aesthetics and system reliability by undergrounding overhead utility lines.

The City's Neighborhood Improvement Program is a highly successful interdepartmental effort dedicated to improving the livability of Anaheim's neighborhoods. The program

targets priority neighborhoods that face challenges to quality of life standards and seeks improvement through comprehensive interdepartmental projects and extensive community participation.

Further discussion of the City's beautification efforts can be found in the Green and Community Design Elements. The Green Element contains descriptions and policy guidance on landscaping plans and programs such as Community ReLeaf Anaheim. The Community Design Element addresses improvements to the streetscape, such as coordinated street furniture, streetlights, medians, and parkways.

GOAL 14.1:

Provide attractive public spaces that enhance the City's image, safety and economic vitality.

Policies:

- 1) Maintain and enhance the City's public rights-of-way.
- 2) Enhance neighborhood appearance and safety through the enforcement of the Anaheim Municipal Code and other regulations.
- 3) Pursue various neighborhood improvement strategies identified through the Neighborhood Improvement Program.



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CITY OF ANAHEIM

GENERAL PLAN

INTRODUCTION

Submitted and approved by the City Council, the City of Anaheim, California, hereby certifies that the following is a true and correct copy of the original as the same appears in the City of Anaheim, California, and that the same is a true and correct copy of the original as the same appears in the City of Anaheim, California.

Growth Management Element

The City of Anaheim, California, hereby certifies that the following is a true and correct copy of the original as the same appears in the City of Anaheim, California, and that the same is a true and correct copy of the original as the same appears in the City of Anaheim, California.

OVERVIEW

The Growth Management Element is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth.

SCOPE AND CONTENT

The Growth Management Element is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth. It is a plan that provides a framework for the City of Anaheim, California, to manage its growth.

INTRODUCTION

Strategically located and traversed by five major freeways, two State highways and ten arterial highways, the City's mobility and overall quality of life have the potential to be significantly impacted by regional growth pressures. Anaheim has been actively involved in the growth management process since 1991, and this Element represents its ongoing commitment to participate in this important regional effort.

The purpose of the Growth Management Element is to ensure that growth is based on the City's ability to provide adequate levels of traffic management and other public facilities and services pursuant to the *Countywide Traffic Improvement and Growth Management Component* of Measure M.

OVERVIEW

The Growth Management Element is intended to ensure that capital facilities planning meets the needs of current and future residents of Anaheim. It fulfills the mandates of Measure M – the Revised Traffic Improvement and Growth Management Ordinance passed by a Countywide initiative in 1990 – which allocates sales tax revenue to local jurisdictions and Orange County for transportation improvements. It sets forth goals and policies related to growth management, and provides implementation and monitoring provisions.

SCOPE AND CONTENT

The Growth Management Element is not a State-mandated element of the General Plan, but is required if the City is to receive funds for transportation improvements under Measure M. The Element also implements applicable goals of the Orange County Congestion Management Plan.



CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

The Growth Management Element must be internally consistent with the other Elements of the General Plan. The Element does not supersede any other Element, but is intended to augment and support traffic and public facility/service goals, policies and standards. It also reinforces development mitigation, phasing and monitoring policies included in other General Plan Elements. The Growth Management Element is consistent with the other General Plan Elements. For instance, the Land Use Element maps regional public facilities and includes land use designations that guide transportation and fiscal policy by delineating the location and intensity of the various land uses in the City. The Circulation Element identifies the fundamental components of the transportation system, thereby providing the basis for assessing and mitigating growth impacts associated with traffic. The Public Services and Facilities Element and the Green Element, which integrates conservation, open space and parks and recreation policies, describe the planning standards that the City uses in evaluating development proposals.

MEASURE M PROVISIONS

In 1990, Orange County voters approved Measure M – the Revised Traffic Improvement and Growth Management Ordinance – to provide additional funds for transportation improvements. Measure M authorized a half-cent sales tax increase for twenty years starting in April of 1991. The monies collected are allocated to local jurisdictions for local and regional transportation improvement and maintenance projects. To qualify for the funds, cities must comply with the Countywide Traffic Improvement and Growth Management component of Measure M, designed to promote cooperative and integrated planning efforts between cities and the County.

To receive funds, every five years cities must submit a statement of compliance with the following growth management requirements:

- Adopt a Growth Management Element that includes traffic levels of service standards, a development mitigation program, and a development phasing and monitoring program;
- Develop a seven-year Capital Improvement Program;
- Address a balanced approach to housing options and job opportunities;
- Participate in inter-jurisdictional planning efforts; and,
- Adopt a Transportation Demand Management Ordinance.

The Measure M-mandated Growth Management Plan distinguishes between “developed” and “developing” communities. Developed communities are assumed to have their public facilities in place to support development envisioned through the Land Use

Element of their General Plans, but may require new or improved transportation facilities to implement their Circulation Element and absorb regional impacts. These communities are only required to address transportation-related growth impacts. Developing communities are assumed to need additional public facilities to support their General Plan land uses, including fire, police, flood control, parks and other local needs. By this criterion, Anaheim is considered a developed community, with the exception of the eastern portion of the Hill and Canyon Area. For this reason, a section on planning standards for developing areas was added to this Element.

In addition to the basic requirements above, local jurisdictions must also comply with the following requirement to receive “turnback” funds:

“Turnback” funds refer to the allocation of Measure M sales tax revenues to eligible local jurisdictions.

- Annual reporting, which documents that the City is expending its own funds for transportation improvements and not diverting said funds to other uses upon receipt of Measure M monies; and,
- Bi-annual reporting relative to an updated Pavement Management Program and Master Plan of Arterial Highways (MPAH) consistency.

RELATED PLANS AND PROGRAMS

The Growth Management Element is closely related to other multi-jurisdictional planning efforts addressing regional growth issues, including the State-mandated Orange County Congestion Management Plan, which requires every urbanized city and county of 50,000 or more to adopt a Congestion Management Plan (CMP). Jurisdictions that do not adopt a CMP lose gas tax revenues. The City of Anaheim has coordinated with the County in the preparation of a Countywide CMP and will continue to work on its implementation. The Measure M-mandated Orange County Growth Management Element is designed to ensure that the planning and management of transportation and public facilities will be sufficient to meet current and projected County needs. It divides the County into 11 Growth Management Areas and addresses the following five policy areas:

- Development phasing;
- Balanced community development;
- Traffic levels of service;
- Traffic implementation plans; and,
- Public facility plans



INTER-JURISDICTIONAL PLANNING

Anaheim encompasses portions of four County Growth Management Areas as shown in Figure GM-1, *County of Orange Growth Management Areas Encompassing Anaheim*. The Inter-Jurisdictional Planning Forums develop annual GMA Transportation Improvement Project lists with funding targets and priorities and establish the GMA deficient intersection list and baseline traffic impact fees. Participation in these different Inter-Jurisdictional Planning Forums (IPFs) has allowed the City to evaluate needed transportation improvements and receive its fair share of funding from different sources of funds.

IMPLEMENTATION PROGRAM

Consistent with the goals of the Growth Management Element to reduce traffic congestion and ensure adequate transportation and public facilities for existing and future residents, Anaheim has established the following growth management implementation programs:

1. **Development Mitigation Program:** This program was established to ensure that all new development pays a fair share of the costs associated with public infrastructure, services and enhancements needed to mitigate project-related impacts. Participation is on a pro-rata basis and is required of all new development projects, except where a project's increased level of participation exceeds its fair share.

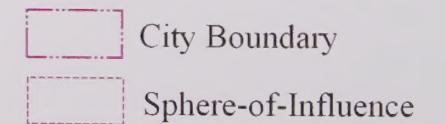
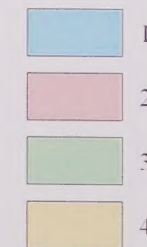
The mitigation program is coordinated through the Inter-Jurisdictional Planning Forums to determine the base amount for impact fees within the GMAs. Individual cities may impose higher fees if they so choose or use existing traffic mitigation fee programs. The Public Works Department established a City Transportation Improvement Fee in 1993, consistent with requirements of the Program.

2. **Comprehensive Phasing Program:** Cities and the County are required through Measure M to prepare a Comprehensive Phasing Program (CPP) to ensure that infrastructure is provided commensurate with development, thereby ensuring that development impacts are mitigated before exceeding established thresholds. The City fulfills the phasing provision through its project review process and Capital Improvement Program. The program specifies lead time for the design and construction of project-related transportation improvements – three years from the issuance of the first building permit or five years from the issuance of the first grading permit. In developed jurisdictions such as Anaheim where the majority of the City is developed, with the exception of the undeveloped portion of the Hill and Canyon Area, CPPs are limited to projects requiring transportation improvements.

County of Orange Growth Management Areas Encompassing Anaheim



County Growth Management Areas



City of Anaheim

General Plan Program

Figure GM-1 Page GM-5



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In the Hill and Canyon Area, where development is still occurring, the provisions of Measure M allow a Specific Plan to be substituted for a Comprehensive Phasing Program since it contains a Public Facilities Plan, evaluated through an Environmental Impact Report. Through the Specific Plan process, the requirements of the Comprehensive Phasing Program are, or will be, fulfilled.

3. **Performance Monitoring Program:** Cities are also required to create a performance monitoring program to monitor compliance with the established development phasing program (In Anaheim's case, a CPP or Specific Plan). The intent is to ensure that public facilities improvements/service enhancements or funding are provided in order for development to continue. If the improvements or funding are not provided, development should be deferred until compliance with the provisions of the Program is achieved. Relative to transportation improvements in developed areas, the Performance Monitoring Program is evaluated every two years in conjunction with the Congestion Management Plan (CMP). Local jurisdictions collect data and monitor Level of Service performance on the CMP Highway System and Master Plan of Arterial Highways-designated Major intersections not on the CMP Highway System.

OCTA, with the assistance of the City, annually collects traffic counts and evaluates Levels of Service at these major intersections and utilizes the information for its capital improvement planning and funding.

4. **Seven-Year Capital Improvement Program:** Measure M requires local agencies to annually adopt a seven-year Capital Improvement Program (CIP) based on a determination of the capital projects needed to meet and maintain adopted traffic level of service and performance standards.

The City of Anaheim fulfills this requirement by including its Measure M project funding within its seven-year CIP, which includes a description of all capital projects and their projected costs for each fiscal year.

5. **Transportation Demand Management:** Measure M also requires adoption of a Transportation Demand Management (TDM) Ordinance to promote carpools, vanpools, alternate work hours, park and ride facilities, telecommuting and other traffic reduction strategies. The model TDM Ordinance offered by Measure M includes a menu of facility standards and enhancements and design criteria - such as preferential parking for carpools, bicycle parking and shower facilities, bus stop improvements, and rideshare vehicle loading areas - that local jurisdictions can implement as development project conditions of approval. The model ordinance also contains optional trip reduction strategies, such as monetary incentives for ridesharing, on-site lunch rooms/cafeterias, on-site day care, flex-time schedules, and telecommuting programs.



Pursuant to this requirement, the City adopted a Traffic Demand Management Ordinance in 1991 and subsequently amended it in 1999. The TDM requires that all new development incorporate these facility standards as applicable and appropriate in their designs to reduce total vehicle trips. The menu of facility standards includes providing 10% to 20% of a project's overall parking supply be set aside for preferred parking for car and van pools, bicycle parking and shower facilities, information on transportation alternatives, rideshare vehicle loading areas, access to vanpool vehicles and bus stop improvements.

The City continually evaluates and refines its transportation demand management programs. For example, the City has been proactive in slowing the growth of total vehicle trips through the establishment of mixed-use districts in strategic areas, encouraging transit-oriented development in close proximity to transit stops and adopting design guidelines that encourage quality pedestrian amenities.

6. **Deficient Intersection List:** As part of their Inter-Jurisdictional Planning Forums responsibilities, cities are required to maintain a deficient intersection list. A deficient intersection is defined as, "an existing deficient intersection, not meeting the established level of service standard, where there are seemingly no opportunities for making any conventional geometric improvements within the current seven-year Measure M Capital Improvement Program." The intent is to account for instances where the causes of an intersection deficiency are beyond the control of a local jurisdiction (e.g., caused by regional traffic impacts). The GMA Planning Forums may factor in a City's deficient intersection list in allocating GMA funding for transportation improvement projects.

The City of Anaheim maintains a deficient intersection list for its CMP Highway and Master Plan of Arterial Highway systems. Many of the City's deficient intersections are located adjacent to freeway interchanges where motorists often divert to seek relief from freeway traffic congestion. The City continues to monitor these intersections and factors them into its transportation and growth management planning efforts.



For a more detailed discussion of traffic Levels of Service, please refer to the Circulation Element.

Goals and Policies

Land use, circulation, public services and infrastructure planning are directly related to growth management. The goals and policies included in this section will help the City to effectively manage growth.

Land Use

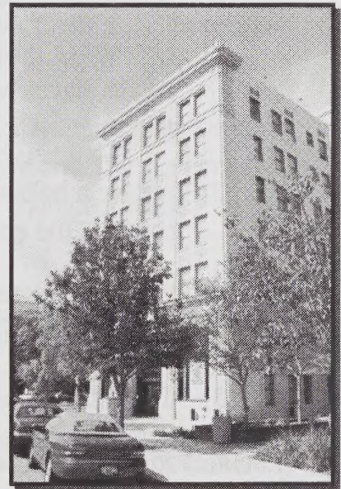
The General Plan land use designations and goals and policies have a direct effect on the City's ability to manage growth. This section addresses land use as it relates to growth management and is intended to supplement the discussion of growth impacts in the Land Use Element, which also includes more detailed discussion of land use policies.

Balancing Jobs and Housing: The City of Anaheim has consistently focused its efforts on providing a balanced mix of land uses. Its housing and redevelopment initiatives continue to address housing opportunities for all segments of the community. The City is revitalizing commercial areas resulting in an increase in both employment and shopping opportunities. The Economic Development Division of the Planning Department also maintains a comprehensive program of business promotion, attraction and retention.

Land Use Initiatives: The City of Anaheim is proactively addressing the revitalization of areas in need, which ensures a brighter economic future and makes efficient use of the built environment and existing infrastructure.

Following is a summary of major land use initiatives and programs:

- An aggressive and multi-faceted program of business attraction and retention.



Introducing residential and mixed-use development into Anaheim's economic cores, such as the Downtown and The Platinum Triangle, is one of the strategies for bringing residents closer to job and shopping opportunities thereby reducing vehicle trips and vehicle miles traveled.



- Comprehensive redevelopment activities for both housing and retail development throughout the City.
- Transition of underutilized mid-block retail uses to new residential development in order to expand housing opportunities while encouraging future retail development at strategic locations.
- Designation of mixed-use areas in Downtown Anaheim, The Platinum Triangle, The Canyon and along major transit corridors and adjoining Metrolink stops. This includes implementation of the City's Transportation Demand Management Ordinance requiring applicable development to include plans for facility standards such as improved bus stops, preferential parking for carpools and adequate vehicle rideshare loading areas encouraging car and vanpools.

GOAL 1.1:

Provide a balance of housing options and job opportunities throughout the City.

Policies:

- 1) Monitor population and demographic trends in the City in order to identify specific housing and employment needs and opportunities.
- 2) Encourage mixed-use development consistent with the Land Use Element to create places where people can live, work and shop in order to reduce potential traffic trips.
- 3) Ensure a balance of retail, office, industrial and residential land uses to enhance the economic base of the City when considering land use changes.
- 4) Facilitate the transition of underutilized mid-block strip commercial development to residential or other appropriate land uses.
- 5) Continue and enhance the City's comprehensive program of business attraction, promotion and retention.

GOAL 1.2:

Participate in programs addressing regional growth issues.

Policies:

- 1) Continue to participate in the Inter-Jurisdictional Planning Forums for the County Growth Management Areas (GMAs) that encompass Anaheim in order to coordinate planning efforts to minimize duplication of services between adjacent jurisdictions, to mitigate the impacts associated with regional growth, and to maximize opportunities for implementing projects or programs of mutual jurisdictional benefit.

- 2) Monitor State and Federal legislation affecting air quality, transportation, waste management, water conservation and other regional issues, ensuring that Anaheim's interests are represented and addressed.
- 3) Design and implement measures to protect neighborhoods, parks, open space and other sensitive areas from noise, traffic and other impacts associated with regional growth.
- 4) Monitor major new developments in nearby communities to ensure that impacts affecting Anaheim are identified and addressed.

GOAL 1.3:

Establish Citywide development priorities that efficiently use existing infrastructure and public facilities.

Policies:

- 1) Encourage development of vacant and underutilized infill sites where public services and infrastructure are available or can be efficiently accommodated.
- 2) Focus redevelopment and/or revitalization efforts in areas conducive to current or future employment and/or housing opportunities as appropriate and continue to provide incentives for private investment in those areas.
- 3) Monitor infrastructure and public facilities plans for major activity centers such as The Platinum Triangle, Downtown Anaheim and The Canyon and identify adequate funding mechanisms to address changing needs.

GOAL 1.4:

Develop land use strategies and incentives to reduce the amount of vehicle miles traveled within the City.

Policies:

- 1) Promote the location of housing near and/or within employment centers to enable shorter commutes and encourage transit-oriented, home-to-work mobility.
- 2) Encourage higher density and/or mixed-use development along major transit corridors and/or at transit stops.
- 3) Support the development of diverse types of public and private transit services to facilitate travel, including the home-to-work commutes.
- 4) Encourage employment centers to provide support uses and services such as restaurants, retail uses, child-care facilities, shuttle service to shopping areas, etc., in order to reduce potential vehicle trips.



- 5) Monitor the effectiveness of the City's Transportation Demand Management Ordinance and make changes as appropriate.
- 6) Continue to implement the City's innovative public transportation system including shuttles and commuter services.

Circulation

Improving transportation is the primary focus of Measure M's growth management effort. Seven of the eight focus areas of Measure M directly relate to transportation improvements. Combined with the Circulation Element, the following goals and policies are intended to reduce traffic congestion and ensure adequate transportation facilities for existing and future residents, employees and visitors of Anaheim.

GOAL 2.1:

.....
Reduce traffic congestion on the City's arterial highway system.
.....

Policies:

- 1) Identify capital projects and strategies to meet, maintain or improve current traffic Level of Service (LOS) standards through the seven-year Capital Improvement Program.
- 2) Participate in Inter-Jurisdictional Planning Forums at the GMA level to monitor development with multi-jurisdictional impacts and identify and prioritize appropriate mitigation measures.
- 3) Use the Citywide transportation model to create and monitor development phasing plans.
- 4) Continue to maintain consistency between the City and County Master Plan of Arterial Highways.
- 5) Promote the use of public transportation and alternative modes of transportation by increasing access to public transit, including Bus Rapid Transit, through land use planning (e.g., locating higher density residential projects near transportation corridors), ensuring direct and convenient pedestrian access to public transit stops, addressing bicycle trails, encouraging pedestrian-friendly developments, and supporting development of High Occupancy Vehicle (HOV) lanes.
- 6) Work with the Orange County Transportation Authority (OCTA), the development community and other key stakeholders to ensure an adequate mix of transit opportunities in the City.

- 7) Improve traffic flow by reducing the number of curb cuts and encouraging driveway consolidation along arterial highways in conjunction with future development.

GOAL 2.2:

Evaluate the traffic-related impacts of proposed developments and/or intensification of existing land uses and address said impacts.

Policies:

- 1) Continue to review development projects to ensure traffic-related impacts are addressed appropriately.
- 2) Continue to identify and collect appropriate transportation improvement or other infrastructure/service fees as established by the City.
- 3) Continue to coordinate with other jurisdictions through the Inter-Jurisdictional Planning Forums to evaluate the appropriate impact fee levels for application within the GMAs.
- 4) Prior to issuing building permits for new development forecast to generate 100 or more peak hour (morning or evening) trip ends, require traffic impact analyses be completed that identify arterial and intersection improvements that may potentially be needed to provide not worse than LOS E along Interstates/State Routes/Smart Streets (unless current operation is LOS F), and not worse than LOS D along the balance of the arterials on the City's Circulation Element that are measurably impacted by the new development and are under the City's jurisdiction.
- 5) Require development projects that exceed LOS standards beyond acceptable levels to provide necessary improvements and/or funding to mitigate said impacts, if determined necessary by the City.



Refer to the Circulation Element for more discussion of LOS requirements within the City.

Planning Standards for Developing Areas

Under the provisions of Measure M, Anaheim is considered a developed community, with the exception of the eastern portion of the Hill and Canyon Area. A developed community is one that already has the public facilities in place to support the development of the Land Use Element of the General Plan with the exception of new or improved transportation facilities needed to implement the Circulation Element or the regional system.



Under Measure M standards, the eastern portion of the Hill and Canyon Area is classified as "developing."

This portion of the City contains the hilliest topography and the most extensive amount of open space resources and is also home to the Mountain Park Specific Plan area, which, at build out, will contain not more than 2,500 dwelling units. Additional specific information regarding this future development is

addressed in the Mountain Park Specific Plan including its associated Public Facilities Plan and Environmental Impact Report. More detailed policy discussions relating to public facilities, services and infrastructure for the entire City are found in the Land Use, Circulation, Green, Public Services and Facilities and Safety Elements of the General Plan.



Refer to Public Services and Facilities Element and the Green Element for additional discussion of community services and planning standards.

GOAL 3.1:

Ensure the adequate provision of police, fire, library, parks and recreation, school, flood control and other public services and facilities as development occurs in "developing" areas of the City.

Policies:

- 1) Ensure that future development in the Mountain Park Specific Plan area adheres to the policies and standards of the Specific Plan related to public services and facilities and circulation improvements.



INTRODUCTION

Safety Element

ACHIEVING THE VISION

The 2000 General Plan is a vision for the future of the City of Anaheim. It provides a framework for the City's future development and growth. The General Plan is a living document that will be updated as the City's needs and circumstances change. The General Plan is a guide for the City's future development and growth. It provides a framework for the City's future development and growth. The General Plan is a living document that will be updated as the City's needs and circumstances change.

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RELATIONSHIP TO OTHER DOCUMENTS

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INTRODUCTION

Protecting the health, safety and welfare of the community is a fundamental role of the City. Due to the occurrence of natural disasters such as flooding, earthquakes and fires in Southern California, it is increasingly important that Anaheim maintains programs that provide an effective response to public safety concerns. The Safety Element assesses natural and man-made hazards present in the community and includes policies to address those hazards.

ACHIEVING THE VISION

The Safety Element is an important policy tool that will be used to implement and maintain the City's vision of Anaheim as a "safe place to live, work and play." The purpose of the Safety Element is to identify potential hazards that can significantly impact the City; provide policies to minimize potential dangers to residents, workers, and visitors, and to reduce the level of property loss due to a potential disaster; and, identify ways to respond to crisis situations.

This Element specifically addresses the way in which the City will respond to fire hazards, geologic and seismic hazards, flood hazards, and serves to address disaster preparedness. The Safety Element provides background information related to each issue and identifies risk-reduction strategies, hazard abatement measures, and potential hazard locations within the City that can ultimately be used while making future land use decisions. Included policies address ways to minimize any economic disruption and accelerate the City's recovery following a disaster.

RELATIONSHIP TO OTHER DOCUMENTS

The General Plan provides a comprehensive overview of the City's policy approach to protecting public health, safety and welfare, while associated safety-related documents provide the regulatory mechanisms to address the social, economic and aesthetic factors that should be considered to respond to the community's safety needs. Understanding and facilitating an ongoing relationship between the Safety Element of the General Plan



and other safety-related documents such as Homeland Security Advisory System (HSAS) Guidelines, the Anaheim Fire Department's Hazardous Materials Area Plan, the City's Emergency Response Plan, the Anaheim Municipal Code, Federal Emergency Management Agency (FEMA) Flood Mapping, and Alquist Priolo mapping will be critical to ensure the safety of Anaheim's residents, businesses, and visitors.

Related General Plan Elements

Critical relationships also exist between the Safety Element and other General Plan Elements. The types and locations of land uses identified in the Land Use Element are influenced and regulated by the locations of natural hazards, while emergency evacuation routes and locations of critical facilities can be influenced by the goals and policies identified in the Circulation Element. The Public Services and Facilities Element addresses the ability of the City's Police and Fire Departments to respond to hazards and disasters identified in this Element. In addition, the Land Use and Green Elements preserve natural resources that may be impacted by hazards.

Other Regulatory Documents

Federal, State, and local regulations and policies such as the California Environmental Quality Act (CEQA), the California Government Code, the Uniform Building Code, and the Anaheim Municipal Code regulate and/or influence land use and development in Anaheim. Not only do they help to protect the health, safety, and welfare of Anaheim residents, visitors and businesses by ensuring that proper analyses are conducted, sound construction practices are implemented, and uses are appropriately sited within the City, they can also help to minimize the recovery time necessary after a disaster.

GOALS AND POLICIES

This section contains a comprehensive overview and detailed policy direction related to safety provisions within the City. The safety items addressed in this element should be given careful consideration when new development, roads, parks, critical emergency facilities, infrastructure or other projects are designed.

Geologic and Seismic Safety Considerations

The State regulates development in California through a variety of tools that reduce or mitigate potential hazards from earthquakes or other geologic hazards. The California Building Code (CBC), **Unreinforced Masonry Law**, Alquist-Priolo Earthquake Fault Zoning Act and the State of California Seismic Hazards Mapping Act govern development in potentially seismically active areas.

Unreinforced Masonry Law:

The Unreinforced Masonry Law requires cities and counties within Seismic Zone 4 to identify hazardous unreinforced masonry buildings and consider local regulations to abate potentially dangerous buildings through retrofitting or demolition as outlined in the State Office of Planning and Research Guidelines.

The CBC contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. According to the CBC, the City of Anaheim is located in Seismic Zone 4, one of five zones (0-4) mapped in the CBC to identify areas subject to varying degrees of potential impact and frequency of large earthquakes. Seismic Zone 4 is potentially subject to the highest accelerations, or changes in speed or velocity due to seismic shaking, and has the greatest frequency of large earthquakes.

Fault Zones

Anaheim is located in an area considered to be seismically active, similar to most Southern California cities. Active and potentially active faults are located adjacent to Anaheim; however, there are no Alquist-Priolo Earthquake Fault Zones within the City limits. Figure S-1 shows known regional earthquake faults in relation to the City boundaries.



Anaheim is located between two major active fault zones: the Newport-Inglewood fault zone located to the southwest and the Whittier-Elsinore fault zone located to the northeast. Both the Newport-Inglewood and the Whittier-Elsinore faults are zoned under the **Alquist-Priolo Earthquake Fault Zoning Act**. The

Newport-Inglewood fault zone passes within approximately seven miles of the western limits of the City. Although no onshore surface fault rupture has taken place since 1769, the Newport-Inglewood fault zone is considered capable of generating an earthquake with a magnitude of 6.9 on the Richter Scale.

The Whittier-Elsinore fault zone is the closest major fault system to the City and one of the largest in Southern California. The Whittier-Elsinore fault zone does not extend inside the City boundaries, but approaches within less than one mile of the northeastern corner of the City. The Whittier-Elsinore fault is currently active and is capable of generating an earthquake of up to a magnitude of 6.8 on the Richter Scale, which could result in surface rupture along one or more of its fault **traces**.

The potential for ground **rupture** due to fault movement is commonly related to the seismic activity of known fault zones. Recognized active fault zones are located outside of the City of Anaheim. Potentially active faults in close proximity to the City are the El Modeno, Peralta Hills, and Norwalk faults (Figure S-2), which have a low possibility of ground rupture within the City. The majority of the El Modeno and Peralta Hills faults are located south of the Peralta Hills area and outside the boundaries of the City of Anaheim. The El Modeno fault zone is a concealed fault and the exact location of the fault is, therefore, uncertain. The California Department of Mines and Geology (CDMG) has determined that the El Modeno, Peralta Hills and Norwalk faults are not "sufficiently active" or "well defined" enough to be subject to the provisions of the Alquist-Priolo Earthquake Fault Zoning Act. Compared with the more active and recognized fault zones, the potential for ground rupture due to seismic activity in the City is considered low.

Alquist-Priolo Earthquake Fault Zoning Act

The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act focuses on the hazards associated with surface fault rupture and does not address other earthquake hazards.

Surface trace:

Commonly referred to as a "fault line," a surface trace is the intersection of a fault plane with the surface of the Earth. It is sometimes, but not always, visible at the surface because of geomorphic evidence such as ridges, valleys, etc.

Fault rupture generally occurs along preexisting faults, which are areas of weakness.

Surface rupture occurs when movement on a fault deep within the earth breaks through to the surface.

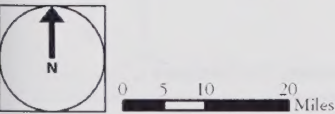
Regional Fault Location Map



Source: Modified from California Department of Mines and Geology.
 Preliminary fault activity map of California, dated 1994.

Note: All fault locations and dimensions are approximate and not all
 fault locations are shown.

- Fault Line
- County Boundaries
- City of Anaheim



City of Anaheim

General Plan Program

Generalized Geologic Map

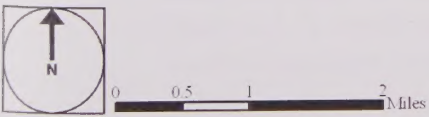


References:

Geologic data compiled from various sources including: "Geologic Map of Orange County, California, Showing Mines and Mineral Deposits", CDMG Bulletin 204 (Morton, Miller, and Tan, 1981), "Geology of the Northern Santa Ana Mountains," USGS Professional Paper 420-D (Shoellhammer, Vedder, Yerkes, and Kinney, 1981).

Notes:

- 1) The information presented on this map is primarily intended for planning purposes and should not be construed as definitive data for a specific site. The information presented is a collection of readily available data at the time of completion. Since much of the information was transferred from maps of differing scales and datums, the accuracy cannot be confirmed. All boundaries and fault locations should be considered approximate.
- 2) Date of compilation August 2001. By Ninyo & Moore.
- 3) Landslide areas depicted on this map are based on published geologic literature, aerial photograph review, and field reconnaissance of selected localities. In areas of existing development, landslides may have been mitigated, removed, buried, stabilized, or otherwise altered.



Faults - Active and Potentially Active

- Approximate Fault Location
- ▲-▲- Approximate location of thrust fault, barbs indicate direction of dip
- Concealed Fault
- Alquist-Priolo Earthquake Fault Zone

Geologic Units

- Landslide - Known, possible, or conjectured
- Alluvium
- Terrace Deposits
- Tertiary Age Sedimentary Deposits
- Cretaceous Jurassic Age Deposits
- City Boundary
- Sphere-of-Influence

City of Anaheim

General Plan Program

Landslides

Landslides result from the downward movement of earth or rock materials that have been influenced by gravity. In general, landslides occur due to various factors including steep slope conditions, erosion, rainfall, groundwater, adverse geologic structure, and grading impacts.

Soil slumps:

Loose, partly to completely saturated sand or silt; poorly compacted manmade fill composed of sand, silt, or clay; preexisting soil slump.

Source: USGS Website

Landslide deposits include relatively shallow surficial **soil slumps**, mudflows, and debris flows, which develop within the near surface topsoils, colluvium, and weathered formational materials. Faulting and stream erosion are also common factors in the development of planes of weakness that contribute to landslide potential. In Anaheim, landslides have occurred in the steep slopes of the Hill and Canyon Area.

Areas of landslide potential are shown in Figure S-2. In areas of existing land development, the mapped landslides may have been removed, mitigated, or altered during the grading for land development.

The Santiago Landslide includes an area of land deformation encompassing approximately 25 acres of land, which became active in 1993. The Santiago Landslide is located south of Walnut Canyon Reservoir along the southern limits of the City. Mitigation efforts to stabilize this area include groundwater withdrawal from numerous wells scattered throughout the area. The City established a Geologic Hazard Abatement District to maintain, monitor, and manage the dewatering system.

California Seismic Hazards Mapping Act:

The California Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards including liquefaction and seismically induced landslides. Cities, counties, or other permitting authorities are required to regulate certain development within seismic zones. Agencies must withhold development permits for a site within a zone until the geologic conditions have been investigated and appropriate mitigation measures are incorporated into development plans.

Earthquake-Induced Landslides

Earthquake-induced landslides have the potential to occur in the Hill and Canyon Area. Generally, these types of failures consist of rock falls, landslides, and debris flows. Areas having the potential for earthquake-induced landsliding generally occur in areas of previous landslide movement, or where topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements. Areas considered to have potential for earthquake-induced landsliding are shown in Figure S-3. It should be noted that much of the potential for earthquake-induced landslides has been mitigated as development has stabilized much of the Hill and Canyon Area.



Liquefaction

Liquefaction takes place when granular materials that are saturated by water lose strength and transform from a solid to a liquid state. Liquefaction generally occurs during significant earthquake activity, and structures located on soils such as silt or sand may experience significant damage during an earthquake due to the instability of structural foundations and the moving earth.

Soil liquefaction is a seismically induced form of ground failure, which has been a major cause of earthquake damage in Southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings and other structures was caused by liquefaction. Research and historical data indicate that loose, granular materials situated at depths of less than 50 feet with silt and clay contents of less than 30% that are saturated by a relatively shallow groundwater table are most susceptible to liquefaction. These geological and groundwater conditions exist in parts of Southern California and Anaheim, typically in valley regions and alluviated floodplains.

Liquefaction has the potential to impact properties within the City that are located along the Santa Ana River as well as western portions of the City (Figure S-3). Mapped liquefaction zones are intended to prompt more detailed, site specific, geotechnical studies as required by the California Seismic Hazard Mapping Act. In addition, the City's building codes require structures in these areas to be designed to withstand the potential impacts that could be caused by liquefaction.

Mining Activity and Oil and Gas Wells

Historically, mining activities and petroleum exploration have resulted in the creation of open pits and wells. The approximate location of known active and abandoned mines and quarries, as well as oil and gas wells within the City, is represented in Figure S-4. In some cases, pits and wells may have been abandoned and backfilled with undocumented fill materials. Existing pits and wells backfilled with undocumented materials may be subject to differential settlement, which causes structures to shift, and often become damaged, due to the uneven lowering of the earth. Differential settlement is closely related to subsidence, which is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence can be caused by natural geologic processes or by human activity such as subsurface mining or pumping of oil or groundwater.

Seismic and Geologic Hazards



- Seismic Hazard Zones
- Liquefaction Potential
 - Earthquake-induced Landslide Potential
 - City Boundary
 - Sphere-of-Influence

City of Anaheim

General Plan Program

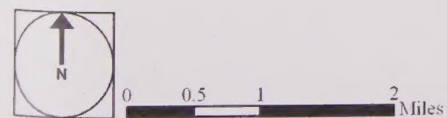
Figure S-3 Page S-11

References:

Liquefaction and Earthquake Induced Landslide Potential Zones prepared from State of California Seismic Hazard Zones digital files compiled by the California Department of Conservation, Division of Mines and Geology (DMG). Seismic Hazard Zones data from the Los Alamitos Quadrangle map (3 25 99), Anaheim Quadrangle map (4 15 98), Orange Quadrangle map and the Black Star Canyon Quadrangle Map (1 17 01).

Notes:

- 1) The information presented on this map is primarily intended for planning purposes and should not be construed as definitive data for a specific site. The information presented is a collection of readily available data at the time of completion. Since much of the information was transferred from maps of differing scales and datums, the accuracy is limited. All boundaries should be considered approximate.
- 2) Date of compilation August 2001. By Ninyo & Moore.
- 3) For additional information on seismic hazards in this map area, the rationale used for zoning, and additional references consulted, refer to DMG's World Wide Web site (www.consrv.ca.gov/dmg/).



Mining Activity and Oil and Gas Wells



References:

- 1) Quarry site locations compiled from "Geologic Map of Orange County, California. Showing Mines and Mineral Deposits". California Division of Mines and Geology Bulletin 204, by Morton and Miller, dated 1981.
- 2) Oil and Gas Well Locations compiled from "Geology of the Northern Santa Ana Mountains, California". United States Geological Survey Professional Paper 420-D, by Schoellhamer, Vedder Yerkes and Kinney, Dated 1981.

Notes:

- 1) The information presented on this map is primarily intended for planning purposes and should not be construed as definitive data for a specific site. The information presented is a collection of readily available data at the time of completion. Since much of the information was transferred from maps of differing scales and datums, the accuracy is limited. All boundaries should be considered approximate.
- 2) Date of compilation August 2001. By Ninyo & Moore.

City of Anaheim

General Plan Program

Figure S-4 Page S-13

GOAL 1.1:

Minimize the risk to public health and safety and disruptions to vital services, economic vitality, and social order resulting from seismic and geologic activities.

Policies:

- 1) Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of public information.
- 2) Require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process for all structures and enforce structural setbacks from faults that are identified through those investigations.
- 3) Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.
- 4) Require that engineered slopes be designed to resist earthquake-induced failure.
- 5) Require removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake.
- 6) Require that **lifelines** crossing a fault be designed to resist the occurrence of fault rupture.
- 7) Require that new construction and significant alterations to structures located within potential landslide areas (Figure S-2) be evaluated for site stability, including the potential impact to other properties, during project design and review.

Lifelines:

Water, sewer, electrical, gas facilities, and communication and transportation facilities that are needed in the event of an earthquake, flood, or other natural disaster. (Figure S-8)



Urban and Wildland Fire Hazards

Fires can occur in urban environments and can also impact unpopulated areas that may contain brush or grasslands. The central and western portions of Anaheim are highly urbanized and relatively built out, and the Hill and Canyon Area is approaching its buildout potential. As a result, the City must continue to address the growing need to defend both persons and property from urban and wildland fires.



In urban areas, the effectiveness of fire protection efforts is based upon several factors, including the age of structures, efficiency of circulation routes that ultimately affect response times and availability of water resources to combat fires. In wildland areas, taking the proper precautions, such as the use of fire resistant building materials, a proactive Fire Prevention inspection program, and the development of defensible space around structures where combustible vegetation is controlled, can protect developed lands from fires and, therefore, reduce the potential loss of life and property.

Other factors contribute to the severity of fires including weather and winds. Specifically, winds commonly referred to as Santa Ana winds, which occur during fire season (typically from June to the first significant rain in November) are particularly significant. Such “fire weather” is characterized by several days of hot dry weather and high winds, resulting in low fuel moisture in vegetation.

One of the last major wildland fires in the Hill and Canyon Area was the “Stagecoach Fire” in 1993, which burned 700 acres. Prior to that, the Gypsum Canyon fire occurred in 1982 and burned 16,800 acres. In 1967, the Paseo Grande Fire, which began in Corona, burned through portions of this area, and also burned into the Cities of Irvine, Orange, and Villa Park. Many homes were lost in that fire and approximately 48,639 acres were burned. In 1948, the Green River fire burned 47,000 acres. This fire history indicates that wildland fires continue to pose a threat to the Hill and Canyon Area.

The structural fire risk in the Hill and Canyon Area is estimated to be a low probability/moderate consequence event. This means that relatively few fires occur in well-maintained communities with a majority of owner-occupied homes having relatively few occupants compared to the size of the structure. When a fire does occur, it is usually confined to one room (kitchen or bedroom) and does not spread beyond the structure of origin.

Properties within Very High Fire Hazard Severity Zones have been identified by the City. As shown in Figure S-5, Very High Fire Hazard Severity Zones include the ridgeline areas and undeveloped wildland areas located east of the Costa Mesa (SR-55) Freeway and south of the Riverside (SR-91) Freeway. In addition, there is a significant amount of undeveloped land east of the Eastern Transportation Corridor (SR-241) to the Riverside County line. The Anaheim Fire Department has also classified this area as a Very High Fire Hazard Severity Zone.



For additional information regarding "Very High Fire Hazard Severity Zones" refer to Title 16.40 of the Anaheim Municipal Code.

All other areas within the City located east of the Costa Mesa (SR-55) Freeway, and south of the Riverside (SR-91) Freeway, are designated as a Special Protection Area. The City provides safeguards to prevent devastation from fires such as routine inspections of homes and the surrounding areas.

The Special Protection Area provisions emphasize the prevention and control of urban/wildland interface fires through the enforcement of fire regulations such as the removal of combustible vegetation, establishment of wet zones, and preventive building features such as spark arrestors on fire places.

The current vegetation risk in the Special Protection Area is estimated to be a moderate probability/high consequence event. The key to effective control of a vegetation fire is a rapid response by local fire units and providing defensible spaces for firefighters to fight fires. This is especially true during fire season, when fire units may be committed to other fires and are unavailable to respond. To ensure adequate fire protection in times of major fire events, the City participates in the Standardized Emergency Management System (SEMS), which enhances multi-agency coordination for local and regional emergencies. Additional information on SEMS is provided in the section on Disaster Preparedness, Response and Recovery.

Following a major earthquake, availability of water may be limited due to breaks in water lines caused by fault ruptures, liquefaction, or landslides. Reservoirs such as the Walnut Canyon reservoir could be impacted by earthquakes, which could also affect the ability to fight fires.

GOAL 2.1:

Protect the lives and property of residents, businesses owners, and visitors from the hazards of urban and wildland fires.

Policies:

- 1) Minimize the exposure of residents, business owners, and visitors to the impacts of urban and wildland fires.



- 2) Continue to assess the need for additional greenbelts, fuel breaks, fuel reduction and buffer zones around communities to minimize potential losses.
- 3) Maintain a weed abatement program to ensure clearing of dry brush areas.
- 4) Continue to classify areas of varying fire hazard severity based upon the proximity to open wildland slope, grades, accessibility, water supply and building construction features.
- 5) Continue to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and the private sector.
- 6) Continue to refine procedures and processes to minimize the risk of fire hazards in the Special Protection Area including requiring new development to:
 - Utilize fire-resistant building materials;
 - Incorporate fire sprinklers as appropriate;
 - Incorporate defensible space requirements;
 - Comply with Anaheim Fire Department Fuel Modification Guidelines;
 - Provide Fire Protection Plans; and,
 - Implement a Vegetation Management Plan, which results in proper vegetation modification on an ongoing basis within the Special Protection Area.
 - Develop fuel modification in naturalized canyons and hills to protect life and property from wildland fires, yet leave as much of the surrounding natural vegetation as appropriate.
 - Require development to use plant materials that are compatible in color and character with surrounding natural vegetation.
 - Provide wet or irrigated zones when required.
 - Use selective trimming and obtain permits when necessary in designated areas to preserve environmentally sensitive native plants.
- 7) Utilize reservoirs, tanks, and wells for emergency fire suppression water sources.

Defensible space can be created around structures by taking precautionary measures such as:

Thinning trees and brush within a minimum of 30 feet of a home. Beyond 30 feet, remove dead wood, debris and low tree branches.

- Keeping lawns trimmed, leaves raked, and the roof and rain-gutters free from debris such as dead limbs and leaves.
- Stacking firewood at least 30 feet away from a home.
- Storing flammable materials, liquids and solvents in metal containers outside the home at least 30 feet away from structures and wooden fences.

Fire Protection Areas



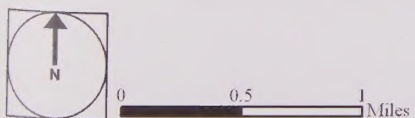
-  Special Protection Area
-  Very High Fire Hazard Severity Zone
-  River/Reservoir
-  City Boundary
-  Sphere-of-Influence

Note:

Information is for general reference only; for more information, refer to Ordinance No. 5523 for the legal description of the Very High Fire Hazard Severity Zone, and Title 16, Section 16.08.270 of the Anaheim Municipal Code relative to the Special Protection Area.

Source:

Anaheim Fire Department, October, 1995.



City of Anaheim

General Plan Program

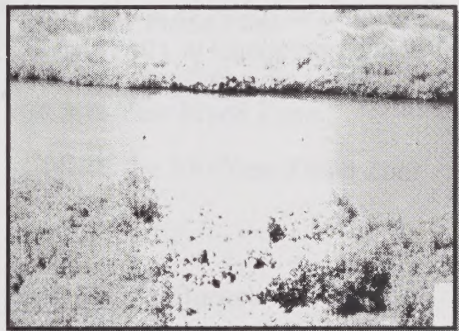
Figure S-5 Page S-19

- 8) Ensure that fuel modification and controlled fire burns are consistent with the Natural Community Conservation Plan agreement and any adopted habitat conservation plans.
- 9) Encourage owners of homes with wood roofs and flammable siding to replace them with Class-A, non-wood roof systems.
- 10) Ensure adequate fire-fighting resources are available to meet the demands of new development, including the construction of mid- to high-rise structures, by ensuring that:
 - Response times do not exceed desired **levels of service**;
 - Fire flow engine requirements are consistent with Insurance Service Office (ISO) recommendations; and,
 - The height of truck ladders and other equipment and apparatus are sufficient to protect multiple types of structures.
- 11) Continue public education efforts to inform residents, business owners and visitors of fire hazards and measures to minimize the damage caused by fires to life and property.

Fire-related **levels of service** are based on the time it takes for the Anaheim Fire Department to respond to an incident and the ratio of fire personnel employed in relation to the total population.

Flood & Dam Inundation Hazards

The potential for flooding is a safety concern that Anaheim continues to address. The Federal Emergency Management Agency (FEMA) has determined that floods are the most common and widespread of all natural disasters, except fire. Most communities in the United States have experienced some kind of flooding, after spring rains, heavy thunderstorms, or winter snow thaws.



Since Anaheim is partially located in an alluvial plain, drainage stemming from the mountains to the north and east must cross Anaheim to reach the coast. The Santa Ana River flows through the eastern part of the City entering from Riverside County and the Prado Flood Control Basin. Drainage through the City is controlled and directed via storm drains, channels and the Santa Ana River.



Figure S-6 identifies areas within the City that have the potential to be impacted in the event of a **100-year or 500-year flood**. Due to the elevated topography of the eastern portion of the City, the majority of the Hill and Canyon Area south of Santa Ana Canyon Road is outside of the 500-year flood zone. FEMA's Flood Insurance Rate Maps (FIRMs) provide more detailed flood hazard map information. FIRMs are available for reference from the Anaheim Planning Department, the City's Main Library and FEMA.

100-Year Floodplain:

Land that is subject to flooding by a 100-year flood or the flood elevation that has a one percent chance of being equaled or exceeded each year.

500-Year Floodplain:

Land that has the potential to be flooded in a storm that has a 0.2 percent chance of occurring every year.

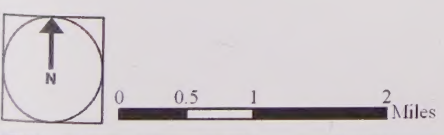
Congress developed the National Flood Insurance Program (NFIP) in 1968 to respond to the elevating cost of taxpayer-funded disaster relief for flood victims and the increasing level of damage that was caused by flooding. According to FEMA, approximately 20,000 communities across the United States, including Anaheim, participate in the NFIP through the adoption and enforcement of floodplain management ordinances. These ordinances help to reduce future flood damage, and in return, the NFIP makes Federally-backed flood insurance available to homeowners, renters, and business owners in participating communities.

Flood inundation resulting from dam failure is a potential hazard for the City. General limits of flood hazard due to dam failure are shown on Figure S-7, *Dam Inundation Map*, for the Walnut Canyon Reservoir, Carbon Canyon Dam and the Prado Dam. Walnut Canyon Reservoir is located in the Hill and Canyon Area of the City. The reservoir became operational in 1963, has a capacity of approximately 920 million gallons, and is man-made with earthen dams.

Flood Hazard Areas



Source: FEMA, February 18, 2004.



City of Anaheim

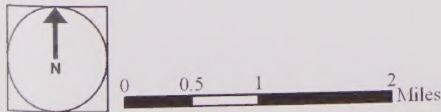
General Plan Program

Figure S-6 Page S-23

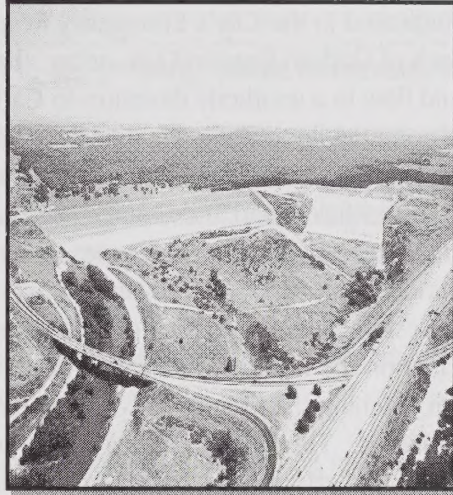
Dam Inundation Map



Note: All dimensions, directions and locations are approximate.
Source: Ninyo and Moore, City of Anaheim

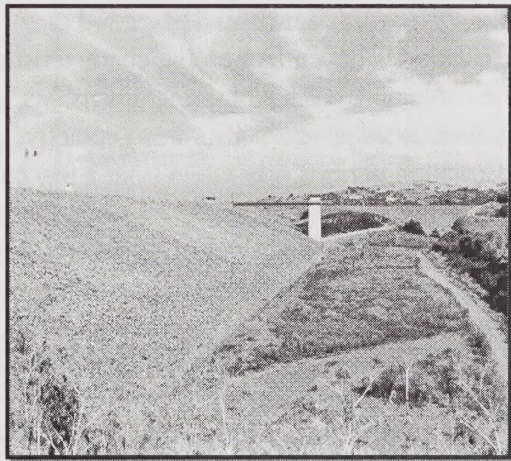


The Prado Dam and reservoir are located approximately 2.5 miles east of Anaheim in Riverside County. The Prado Dam was completed in 1941 and was intended to provide flood protection to the Lower Santa Ana River Basin. The existing 9,000 cubic feet per second (cfs) limit on controlled releases from the Prado Dam is based upon the original non-damaging capacity of the downstream channel. When the downstream channel improvements that are part of the United States Army Corps of Engineers' Santa Ana River project are completed, the downstream channel capacity will increase dramatically to over 30,000 cfs. Plans are also underway to improve Prado Dam to increase its storage and release capacities. These improvements will enable the dam to take full advantage of the improved channel capacity downstream and will greatly increase the level of flood protection to communities within the Santa Ana River floodplain.



Prado Dam
Source: United States Army Corp of Engineers Website

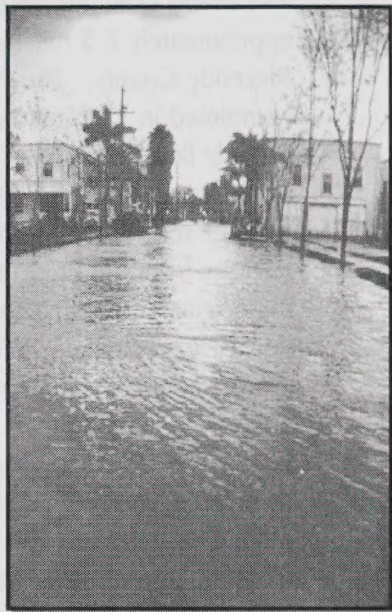
The Carbon Canyon Dam is located three quarters of a mile south of Carbon Canyon Road (Route 142) and an eighth of a mile northeast of Rose Drive in the City of Brea. Construction of the dam was completed in 1961. Carbon Canyon Dam is an earth-filled dam, 2,600 feet in length and 99 feet in height, designed to hold 12,000 acre feet of water, with spillways approximately 125 feet in width. The dam is owned and operated by the US Army Corps of Engineers.



Carbon Canyon Dam
Source: United States Army Corps of Engineers Website



As indicated in the City's Emergency Response Plan, should a breach of Carbon Canyon Dam occur, the water released would flow in a southerly direction to Carbon Canyon Creek. The potential flood zone, including the full width of the alternate flood zone, would be west to Imperial Highway, and east to Richfield Road and Orangethorpe Avenue. Travel time would be approximately 15 minutes. The easterly flow would continue south to SR-91 remaining west of Richfield Road. The westerly flow would continue between Commonwealth Avenue on the north and Riverside (SR-91) Freeway on the south reaching the Orange (SR-57) Freeway in approximately 30 minutes. The inundated area would widen north to Malvern (Fullerton), west past Beach Boulevard, the flow westerly between Artesia Boulevard on the north, and SR-91 on the south and empty into Coyote Creek just west of La Palma. Areas in the City that are potentially affected by a Carbon Canyon Dam failure appear to be north of SR-91.



Seiche Potential

A seiche is an earthquake generated wave occurring in an enclosed body of water, such as a lake, reservoir, or harbor. The period of oscillation is dependent on the characteristics of the containing basin's physical dimensions, such as surface shape and subsurface geometry. Oscillation periods may range from a few minutes to an hour or more. A seiche may be caused by earthquake ground shaking. The magnitude of a seiche is related, in part, to the magnitude of the earthquake. A seiche can result in waves and flooding to properties along the shores of lakes, reservoirs, or harbors.

The Walnut Canyon Reservoir is an enclosed body of water in the Hill and Canyon Area, which could be subject to relatively strong earthquake ground shaking. There is a low to moderate potential for seiche hazards affecting properties adjacent to the reservoir.

The following policies are intended to reduce the threat of catastrophic flood damage through aggressive flood mitigation activities.



Anaheim Flood of 1938
Source: Anaheim Colony Webpage

GOAL 3.1:

Reduce, to the greatest extent possible, the risk to life, property, public investment, and social order created by flood hazards.

Policies:

- 1) Evaluate all development proposals located in areas that are subject to flooding to minimize the exposure of life and property to potential flood risks.
- 2) Provide appropriate land use regulations and site development standards for areas subject to flooding.
- 3) Encourage new development to maintain and enhance existing natural streams, as feasible.
- 4) Continue to participate in the National Flood Insurance Program.
- 5) Continue to comply with the **Cobey-Alquist Floodplain Management Act** requirements and State of California Model Ordinance.
- 6) Continue to work with the Orange County Flood Control District and the United States Army Corps of Engineers to receive and implement updated flood control measures and information.
- 7) Utilize flood control methods that are consistent with Regional Water Quality Control Board Policies and **Best Management Practices (BMPs)**.

The **Cobey-Alquist Floodplain Management Act** encourages local governments to plan, adopt, and enforce floodplain management regulations.

Best Management Practice (BMP):

A practice that has been defined or adopted as the most effective, practical, economical, and technologically sophisticated means to better manage wastes and prevent or reduce contamination of groundwater.

Hazardous Materials and Waste

Anaheim has many businesses that manufacture, transport, store, use and dispose of hazardous materials. Hundreds of miles of jet fuel lines, oil pipelines, gas lines and water mains also traverse the City. The City has, therefore, the potential to be affected by a major hazardous material emergency. The facilities depicted in Figure S-8 have the potential to create, or be severely impacted by, a hazardous emergency if they are damaged or disrupted.

Hazardous Materials Management Program

The Environmental Protection Section (EPS) of the Anaheim Fire Department administers the hazardous materials management program for the City. The EPS also administers



the regional hazardous materials response team joint powers agreement under the Orange County-City Hazardous Materials Emergency Response Authority (OCCHMERA). The OCCHMERA is comprised of the County of Orange and the Cities of Anaheim, Huntington Beach, and Santa Ana. The role of the Joint Powers Authority (JPA) is to provide prompt and efficient response to hazardous material emergencies throughout Orange County using hazardous materials response teams from these jurisdictions.

The City is also a Certified Unified Program Agency (CUPA). As described by the State of California, the Unified Program (UP) was created to consolidate, coordinate and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs.

Hazardous Materials Area Plan

The Anaheim Fire Department has developed the Hazardous Materials Area Plan (Haz Mat Area Plan) to assist agencies in their pre-emergency planning and their emergency response role. The Plan also provides the public with information about facilities that pose a threat or potential hazard to the community's health and safety. The Haz Mat Area Plan is designed to assist in the prevention or mitigation of the damage to the health and safety of persons and the environment from the release or threatened release of hazardous materials into the workplace or environment.

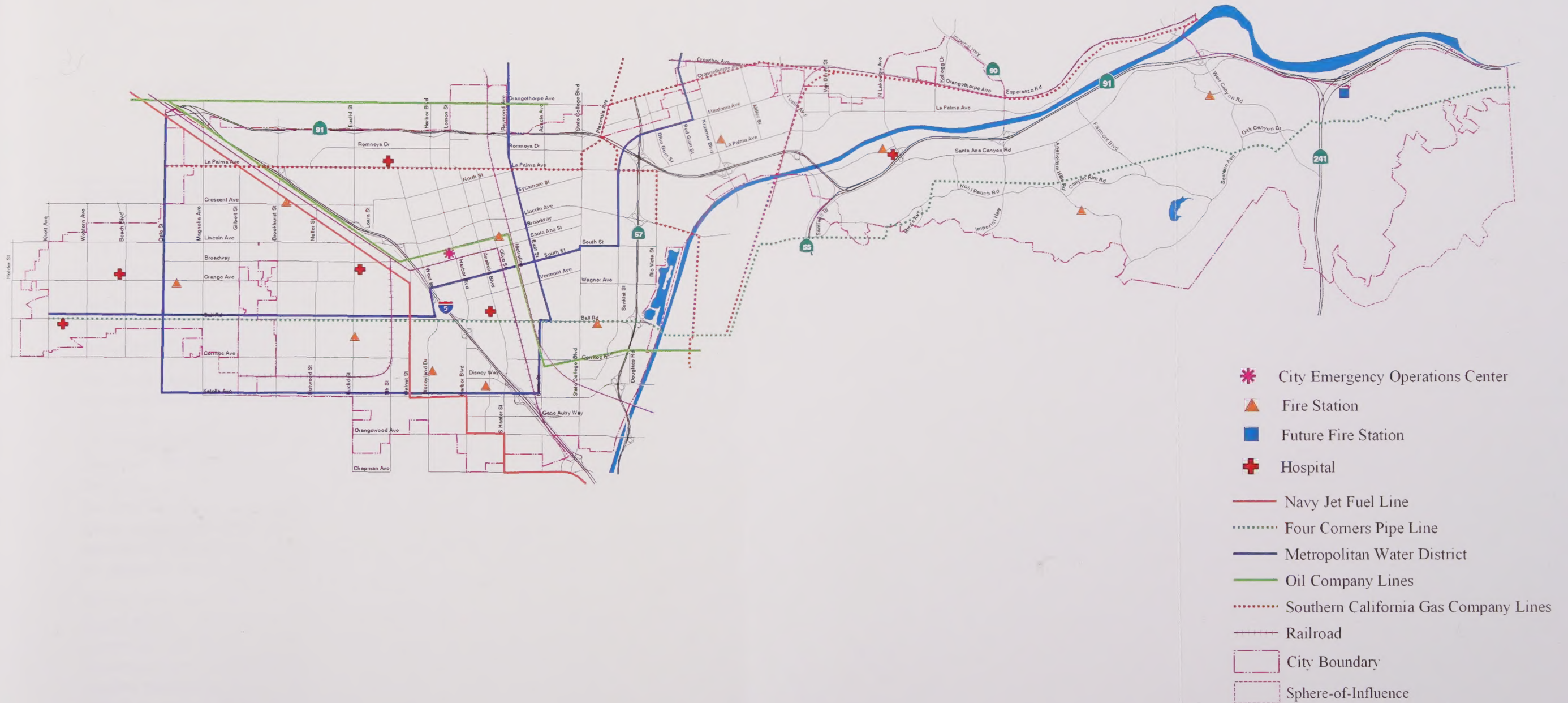
GOAL 4.1:

Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.

Policies:

- 1) Follow the response procedures outlined within the Anaheim Fire Department's Hazardous Materials Area Plan in the event of a hazardous materials emergency.
- 2) Promote the proper handling, treatment and disposal of hazardous materials and hazardous waste.
- 3) Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.
- 4) Implement Federal, State and local regulations for the disposal, handling, and storage of hazardous materials.
- 5) Promote the recovery and recycling of hazardous materials.

Emergency Facilities and Hazardous Areas Map



City of Anaheim

General Plan Program

Figure S-8 Page S-31

- 6) Employ effective emergency preparedness and emergency response strategies to minimize the impacts to health and safety that can result from hazardous materials emergencies such as spills or contamination.
- 7) Continually update maps of the City's emergency facilities, evacuation routes and hazardous areas to reflect additions or modifications.
- 8) Continue to partner with the County of Orange to provide needed programs such as the Regional Household Hazardous Waste Collection Center to provide disposal of household hazards at no cost to Anaheim residents and participating agencies.

Disaster Preparedness, Response and Recovery

Advance preparation for potential disasters can prevent severe loss of life and property from catastrophic events. The proper preparations improve the City's ability to respond to emergency situations created by catastrophic events.

Preparation, however, is only the first step in the management of hazards and disasters. Once a disaster has occurred, the capability of the City to respond to the situation at hand affects how quickly the City can recover from impacts.

The City of Anaheim has an emerging preparedness plan that complies with State law and interfaces with other cities and counties within Southern California. The plan outlines the operations that shall be taken in the event of a disaster. It also allows for coordination with other agencies in the event that Anaheim is affected by a disaster elsewhere. The plan addresses a warning system, emergency broadcast system (EBS), Emergency Operations Center (EOC), and shelter system. The plan provides a foundation to conduct operations and coordinate the management of critical resources during emergencies. It also provides the framework for which non-governmental agencies and organizations that have resources needed to meet emergency requirements are integrated into the program.

The City of Anaheim also participates in the Standardized Emergency Management System (SEMS). The Governor's Office of Emergency Services administers SEMS and coordinates multi-agency responses to disasters. SEMS is required by the California Government Code and was developed to provide a "common language" for emergency response personnel to request resources and equipment from other agencies. In addition to resource allocation, SEMS was established to minimize the duplication of efforts during emergency response by defining common tactics and identifying a clear chain of command. The SEMS program is developed to respond to incidents as they occur, and does not provide long-term recovery guidelines.



GOAL 5.1:

Minimize the risk to life and property through emergency preparedness and public awareness.

Policies:

- 1) Ensure the availability of both the Safety Element and City emergency preparedness plans to employers and residents of Anaheim.
- 2) Coordinate disaster preparedness and recovery with other governmental agencies.
- 3) Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g. road width, road type, length of dead-end roads, etc.).
- 4) Assess the potential for disruption to evacuation routes from landslide movement, fault ruptures, and failures caused by earthquakes.
- 5) Appropriately locate and coordinate emergency services including fire, police, and ambulance services.
- 6) Continue to conduct public outreach efforts to prepare the community and provide them with guidance on how to respond to natural disasters.
- 7) Train multi-lingual personnel to assist in evacuation and other emergency response activities to meet the community need.
- 8) Apply the procedures outlined in the Homeland Security Advisory System (HSAS) to prepare the City to respond to terrorist attacks.
- 9) Continue to evaluate and practice preparedness through Emergency Operations Center (EOC) exercises.



INTRODUCTION

Noise Element

ACHIEVING THE VISION

The vision of a quiet community is the vision of a community where the quality of life is enhanced by the absence of noise. The vision of a quiet community is the vision of a community where the quality of life is enhanced by the absence of noise. The vision of a quiet community is the vision of a community where the quality of life is enhanced by the absence of noise. The vision of a quiet community is the vision of a community where the quality of life is enhanced by the absence of noise.

UNDERSTANDING NOISE

Definitions

The following is a list of commonly used terms and definitions that may be found within this element. The definitions are provided for clarity and to ensure that the definitions are consistent throughout the document. The definitions are provided for clarity and to ensure that the definitions are consistent throughout the document. The definitions are provided for clarity and to ensure that the definitions are consistent throughout the document.

- **Ambient Noise** - The composite of sound from all sources, both natural and man-made, that is heard by the human ear. The ambient noise level is the sound level that is heard by the human ear.

INTRODUCTION

The City of Anaheim is affected by several sources of noise, including vehicular traffic, entertainment facilities, sports events, commercial and industrial activity, and periodic occurrences such as construction and aircraft travel. Excessive levels of noise can affect the physical health, psychological stability, property values, and economic productivity of Anaheim and its residents. The control of noise, therefore, is an essential component in creating a safe, compatible, and productive environment.

ACHIEVING THE VISION

The citizens of Anaheim understand the relationship between noise and their health and serenity. As a part of the visioning process that shaped this general plan update, citizens and City officials identified goals for the future relating to balancing land uses in the City, in part to minimize incompatibilities and exposure to excessive noise while providing the range of uses needed to maintain a high quality of life. These goals are reflected in the Noise Element of this General Plan.

UNDERSTANDING NOISE

Definitions

The following is a list of commonly used terms and abbreviations that may be found within this Element or when discussing the topic of noise. This is an abbreviated glossary that should be reviewed prior to reading the Element. Figure N-1, *Sources of Sound*, is presented following this glossary to illustrate the level of noise generated by common everyday occurrences. It is important to become familiar with these definitions in order to better understand information contained in the Noise Element.

- **Ambient Noise** – The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental (background) noise at a given location.



- **Intrusive Noise** – That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence, and tonal or informational content.
- **dB (Decibel)** – The unit of measure that denotes the ratio between two quantities that are proportional to power; the number of decibels corresponding to the ratio of the two amounts of power is based on a logarithmic scale.
- **dba (A-weighted decibel)** – The A-weighted decibel scale discriminates against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale ranges from zero for the average least perceptible sound to about 130 for the average pain level.
- **L₅₀** – The A-weighted sound level that is exceeded 50% of the sample time. Alternatively, the A-weighted sound level that is exceeded 30 minutes in a 60-minute period (similarly, L₁₀, L₂₅, etc.). These values are typically used to demonstrate compliance with noise restrictions included in the City noise ordinance.
- **L_{eq} (Equivalent Energy Level)** – The average acoustic energy content of noise during the time it lasts. The L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure, no matter what time of day they occur.
- **L_{dn} (Day-Night Average Level)** – The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m. Note: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour. CNEL and L_{dn} are the metrics used in this document to describe annoyance due to noise and to establish land use planning criteria for noise.
- **L_{max} (Maximum Energy Level)** – The maximum sound level (dB) observed during a particular noise event. More specifically, it is the greatest root-mean-square noise value obtained over the measurement period.
- **CNEL (Community Noise Equivalent Level)** – The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m. CNEL and L_{dn} are the metrics used in this document to describe annoyance due to noise and to establish land use planning criteria for noise.
- **Noise Contours** – Lines drawn around a noise source indicating equal levels of noise exposure.

- **Vibration** – Another community annoyance related to noise is vibration. As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized by displacement, velocity, and/or acceleration. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration can be felt outdoors, but the perceived intensity of vibration impacts is much greater indoors, due to structural shaking. Some of the most common sources of vibration come from trains, transit vehicles, construction equipment, airplanes, and trucks. Several land uses are especially sensitive to vibration, and therefore have a lower vibration threshold. These uses include, but are not limited to, concert halls, hospitals, libraries, vibration-sensitive research or manufacturing operations, residential areas, schools, and offices.

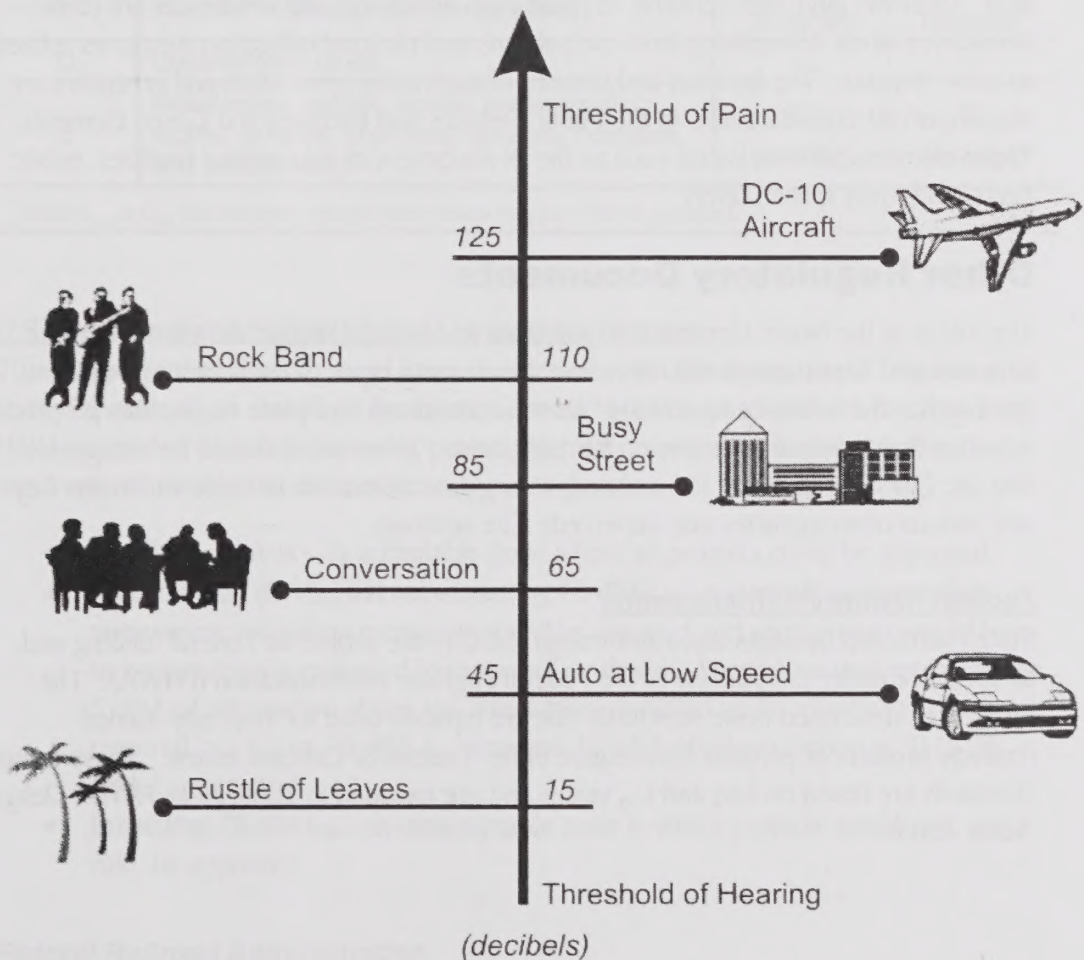


Figure N-1 Sources of Sound



RELATIONSHIP TO OTHER DOCUMENTS

The Noise Element is a comprehensive approach towards incorporating noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact. The Element establishes goals, policies, and programs to ensure that Anaheim residents will be protected from excessive noise.

Related General Plan Elements

The Noise Element is closely related to the Circulation and Land Use Elements. Transit thoroughfares such as freeways, arterial highways, and railways generate the majority of noise within the City and influence the type and intensity of development within a given area. Likewise, land uses sensitive to noise such as schools and residences are to be considered when determining land use patterns and planned mitigation measures related to noise impacts. The location and amount of such noise generators and receptors are also important considerations in the Public Services and Facilities and Green Elements. These elements address issues such as the development of educational facilities, public parks, and open space buffers.

Other Regulatory Documents

The intent of the Noise Element is to set goals to limit and reduce the effects of noise intrusion and to set acceptable noise levels for varying types of land uses. To this end, the City has the authority to set land use noise standards and place restrictions on private activities that generate excessive or intrusive noise. However, it should be recognized that the City does not have the authority to regulate all sources of noise within the City and various other agencies may supercede City authority.

Federal Highway Administration

State routes and freeways that run through the City are subject to Federal funding and, as such, are under the purview of the Federal Highway Administration (FHWA). The FHWA has developed noise standards that are typically used for Federally-funded roadway projects or projects that require either Federal or Caltrans review. These noise standards are based on Leq and L₁₀ values and are included in Table N-1, *FHWA Design Noise Levels*.

TABLE N-1: FHWA DESIGN NOISE LEVELS

Activity Category	Description of Activity Category	Design Noise Levels ¹	
		L _{eq} (dBA)	L ₁₀ (dBA)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Examples include natural parks or wildlife habitat.	57 (exterior)	60 (exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (exterior)	70 (exterior)
C	Developed lands, properties, or activities not included in Categories A or B, above.	72 (exterior)	75 (exterior)
D	Undeveloped lands.	---	---
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.	52 (interior)	55 (interior)

¹ Either L_{eq} or L₁₀ (but not both) design noise levels may be used on a project.

U.S. Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) issues formal requirements related specifically to standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established three zones. These include:

- 65 dBA L_{dn} or less - an **acceptable zone** where all projects could be approved,
- Exceeding 65 dBA L_{dn} but not exceeding 75 dBA L_{dn} - a **normally unacceptable zone** where mitigation measures would be required and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA L_{dn} area and 10 dBA of attenuation in a 70 to 75 dBA L_{dn} area, and
- Exceeding 75 dBA L_{dn} - an **unacceptable zone** in which projects would not, as a rule, be approved.

Federal Railroad Administration

The EPA is charged with the regulation of railroad noise under the Noise Control Act. The EPA Office of Noise Abatement and Control was closed in 1982, leaving the



enforcement of EPA regulations to the Federal Railroad Administration (FRA). Table N-2, *Summary of EPA/FRA Railroad Noise Standards*, summarizes the EPA railroad noise standards that set operating noise standards for railroad equipment and set noise limit standards for new equipment.

TABLE N-2: SUMMARY OF EPA/FRA RAILROAD NOISE STANDARDS

Noise Sources	Operating Conditions	Noise Metric ^{1, 2}	Measured Distance (feet)	Standard (dBA)
Non-Switcher Locomotives built on or before 12/31/79	Stationary	$L_{\max}$ (Slow)	100	73
	Idle Stationary	$L_{\max}$ (Slow)	100	93
	Non-Idle Moving	$L_{\max}$ (Fast)	100	95
Switcher Locomotives plus Non-Switcher Locomotives built after 12/31/79	Stationary	$L_{\max}$ (Slow)	100	70
	Idle Stationary	$L_{\max}$ (Slow)	100	87
	Non-Idle Moving	$L_{\max}$ (Fast)	100	90
Rail Cars	Speed ≤ 45 mph	$L_{\max}$ (Fast)	100	88
	Speed > 45 mph	$L_{\max}$ (Fast)	100	93
	Coupling	Adj. Avg. Max.	50	92

¹ Slow and fast exponential-time-weighting is used.

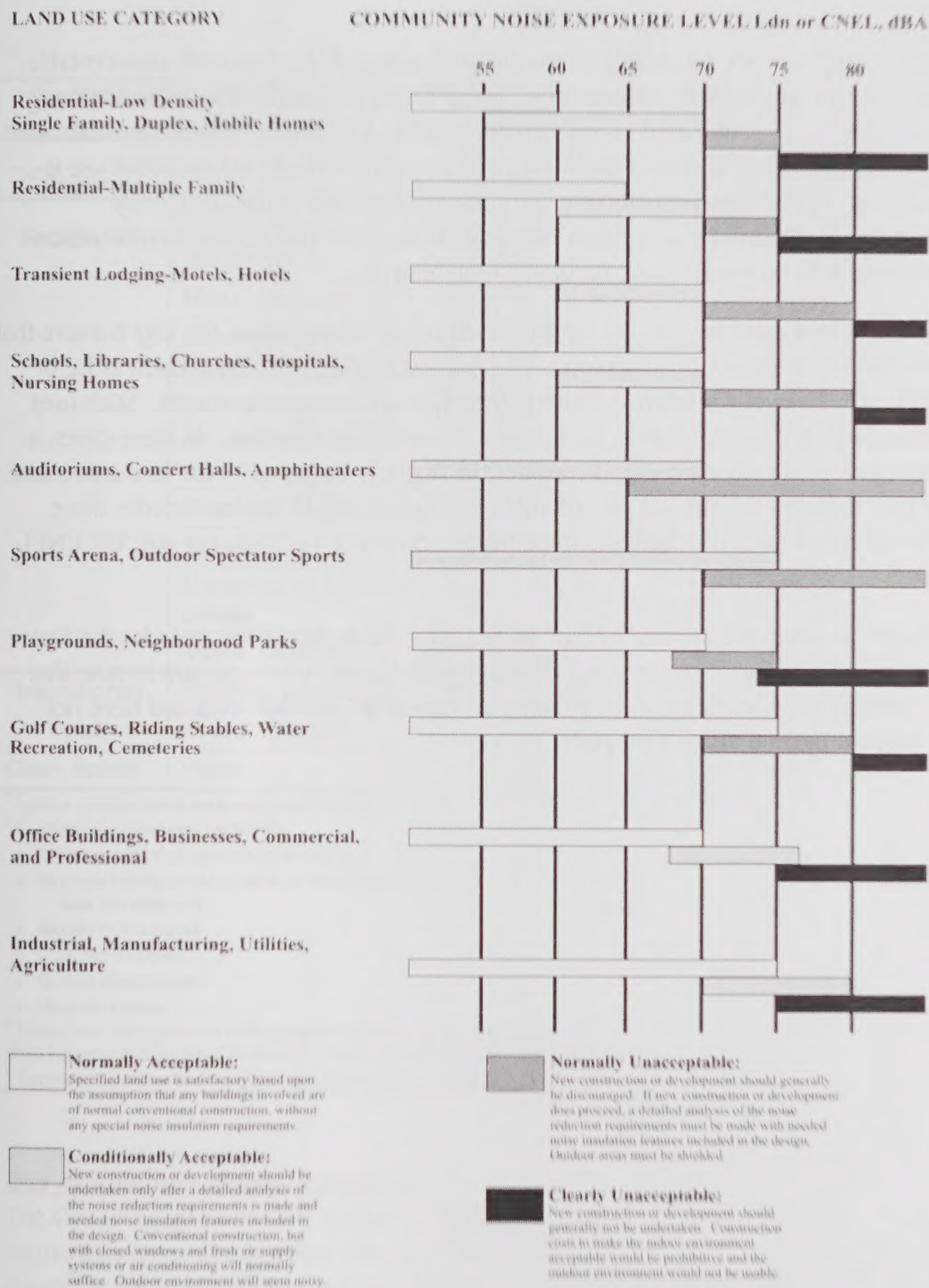
² Note that these values are in terms of the $L_{\max}$, and can be considerably greater than the L_{eq} typically used in the measurement of obtrusive noise.

Source: United States Environmental Protection Agency Railroad Noise Emission Standard (40 Code of Federal Regulations Part 201).

California Department of Health Services

The California Department of Health Services (DHS) Office of Noise Control studied the correlation of noise levels and their effects on various land uses. As a result, the DHS established four categories for judging the severity of noise intrusion on specified land uses.

Figure N-2, *Land Use Compatibility for Community Noise Exposure (Exterior)*, presents a land use compatibility chart for community noise prepared by the California Office of Noise Control and adopted in this Noise Element to demonstrate land-use compatibility. While the chart is presented in terms of the L_{dn} or CNEL, the City prefers the use of the CNEL descriptor, as it is slightly more conservative (i.e., restrictive), in protecting sensitive land uses.



Source: California Office of Noise Control

Figure N-2 Land Use Compatibility for Community Noise Exposure (Exterior)



It identifies “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” exterior noise levels for various land uses. A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

While this land use compatibility chart is based on a 24-hour value, the City is aware that some land uses are not occupied on a 24-hour basis, and a descriptor (such as L_{dn} or CNEL) may be overly restrictive in siting these types of sensitive land uses. Such uses may include, but are not limited to, schools, libraries, and churches. In these cases, a more appropriate standard would consider the time of occupancy of the land use. Here, the City recommends the use of a 65 dBA, 12-hour L_{eq} ($L_{eq}(12)$) that includes those hours of actual use. (If a facility is to be used in excess of 12 hours per day, the CNEL standard should be used.)

Table N-3, *State of California Interior and Exterior Noise Standards*, includes the State interior and exterior noise standards for varying land uses. It is important to note that the exterior noise levels are to be attained in “habitable” exterior areas and need not encompass the entirety of a property.

TABLE N-3: STATE OF CALIFORNIA INTERIOR AND EXTERIOR NOISE STANDARDS

Categories	Land Use Uses	CNEL (dBA)	
		Interior ¹	Exterior ²
Residential	Single and multiple-family, duplex	45 ³	65
	Mobile homes	---	65 ⁴
Commercial	Hotel, motel, transient housing	45	---
	Commercial retail, bank, restaurant	55	---
	Office building, research and development, professional offices	50	---
	Amphitheater, concert hall, auditorium, movie theater	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, warehousing, wholesale, utilities	65	---
	Movie Theaters	45	---
Institutional/ Public	Hospital, school classrooms/playgrounds	45	65
	Church, library	45	---
Open Space	Parks	---	65

¹ Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors

² Outdoor environment limited to:

- Private yard of single-family dwellings
- Multiple-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
- Mobile home parks
- Park picnic areas
- School playgrounds
- Hospital patios

³ Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided as per Chapter 12, Section 1205 of the Uniform Building Code.

⁴ Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

City of Anaheim Noise Ordinance

The City of Anaheim has the authority to set land use noise standards and place restrictions on private activities that generate excessive or intrusive noise. The applicable standards for these activities are specified in the Anaheim Municipal Code. The Municipal Code limits sound levels for stationary sources of noise radiated for extended periods from any premises in excess of 60 decibels at the property line. Sound created by construction or building repair of any premises within the City is also exempt from the applications of the Municipal Code during the hours of 7:00 a.m. and 7:00 p.m.



Traffic sounds, sound created by emergency activities and sound created by governmental units are exempt from the applications of the Municipal Code. To this end, for land use planning, the City's Noise Element has adopted the State of California standards as included in Table N-3, *State of California Interior and Exterior Noise Standards*.

GOALS AND POLICIES

This section contains a brief discussion and detailed policy direction for noise issues within Anaheim. The first issue, Land Use Planning and Design, concerns the relationship between the design and approval of land uses and existing or potential noise sources. The second issue, Transportation Related Noise Sources, considers impacts that can be created by the operation of motor vehicles, trucks, aircraft and railways in the City. Non-Transportation Related Noise Sources, the third issue, involves noise impacts created by business or residential activities, such as air conditioning units, manufacturing activities, barking dogs, or community events. By following the policies associated with each issue, Anaheim will ensure compatible development, protect noise sensitive land uses, and minimize the effects of excessive and nuisance noise.

Land Use Planning and Design

Although the City is largely built-out, the growth in population, employment and tourist activity may generate more traffic and attract additional noise producing uses. In addition, some undeveloped and underdeveloped areas are designated for land uses that may be noise-sensitive and are located in proximity to roadways, railroads and transit facilities. For example, in some areas of the City, mixed-use and higher density residential development is encouraged in close proximity to transportation facilities to improve transit accessibility and, in turn, improve traffic efficiencies. In addition, some of these same uses are located in areas that are transitioning from potential noise-generating industrial uses to other uses. As a result, land use compatibility with noise is an important consideration in the planning and design process.

In order to identify potential mitigation to address noise abatement strategies, noise evaluations should be conducted when a proposed project places sensitive land uses and major noise generators within close proximity to each other. The City's Planning Department currently uses the project review process to identify potential noise issues



and works with developers or landowners to apply site planning and other design strategies to reduce noise impacts. A developer, for example, could take advantage of the natural shape and contours of a site to arrange buildings and other uses in a manner that would reduce and possibly eliminate noise impacts. Examples of other site and architectural techniques could include:

- Increasing the distance between noise source and receiver.
- Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the noise source and receiver, while maintaining aesthetic considerations.
- Using non-noise sensitive structures such as garages to shield noise-sensitive areas.
- Orienting buildings to shield outdoor spaces from a noise source.
- Locating bedrooms in residential developments on the side of the house facing away from major roads.

GOAL 1.1:

Protect sensitive land uses from excessive noise through diligent planning and regulation.

Policies:

- 1) Update City regulations to adopt Land Use Compatibility for Community Noise Exposure and California Interior and Exterior Noise Standards.
- 2) Continue to enforce acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as a noise ordinance, building codes, and subdivision and zoning regulations.
- 3) Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.
- 4) Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with State noise standards.
- 5) Encourage proper site planning and architecture to reduce noise impacts.
- 6) Discourage the siting of sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
- 7) Require that site-specific noise studies be conducted by a qualified acoustic consultant utilizing acceptable methodologies while reviewing the development of sensitive land uses or development that has the potential to impact sensitive land uses.

Transportation Related Noise Sources

Anaheim contains a number of transportation-related noise sources including freeways, arterial highways, collector roadways, helicopter, and railroad operations. These sources are the major contributors of noise in Anaheim. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element. While local government has little direct control of transportation noise at the source, as these levels are set by State and Federal agencies, the City does have some control over transportation noise that exceeds State and/or Federal standards through the enforcement of the Municipal Code.

The most effective method the City has to mitigate transportation noise is by reducing the impact of the noise onto the community through noise barriers and site design review. The effect of a noise barrier is critically dependent on the distance between the noise source and the receiver. A noise barrier effect occurs when the barrier penetrates the "line of sight" between the source and receiver; the greater the penetration or height of the barrier, the greater the noise reduction. Additional attenuation can be achieved depending upon the source of transportation related noise.

Roadways

Roadways are one of the biggest sources of noise in the City. Everyday, thousands of vehicles travel through and around Anaheim. Sound emanates from the vehicles' engines and from the tires rolling over the pavement. One way the City can control vehicle noise is through speed reduction. A change of just 5 miles per hour can change the resultant noise by approximately one to two dBA. The difference in noise associated with a reduction of 10 miles per hour could be roughly equivalent to reducing the traffic volume by one-half.

The City also has some control over traffic-generated noise through weight limitations and the designation of truck routes. Medium trucks, (i.e., those with a gross vehicle weight between 5 and 13.25 tons) produce as much acoustical energy as approximately 5 to 16 automobiles depending on the speed, with slower speeds demonstrating greater differential. Similarly, heavy trucks (i.e., those with a gross vehicle weight in excess of 13.25 tons) produce as much acoustical energy as 10 to 60 automobiles.

The City can further reduce traffic-generated noise by ensuring that street paving is maintained and bumps and dips are minimized. Poor paving causes vehicles to bounce and this bouncing exacerbates the noise due to the rattling of the vehicle. This is especially important along those routes that realize augmented volumes of truck traffic. Noise contours for the City's roadways and freeways are presented in Figure N-3, *Future Roadway Noise Contours*, and Figure N-4, *Future Freeway and Railroad Noise Contours*. Future conditions consider sound levels given the buildout of land uses and the roadway network, but do not consider sound attenuation measures such as soundwalls.



Aircraft

The City is not located within the 65 dBA CNEL contours for any commercial or private airports, and fixed-wing aircraft are typically too high to add measurably to local noise. However, local helicopter air traffic is commonplace throughout the City. News and other helicopters (e.g., freeway traffic report helicopters) fly through the area, but do not land within the City.

Helicopter use at hospitals is considered as an emergency activity and as such, is exempt under the City Municipal Code. Fire and police helicopter use for emergency functions also fall under this exclusion. Low-flying helicopter activity, however, has been a source of noise complaints within the City, particularly in the Anaheim Colony, and indicates that the siting of future heliports, regardless of their use, must be carefully reviewed for potential noise impacts.

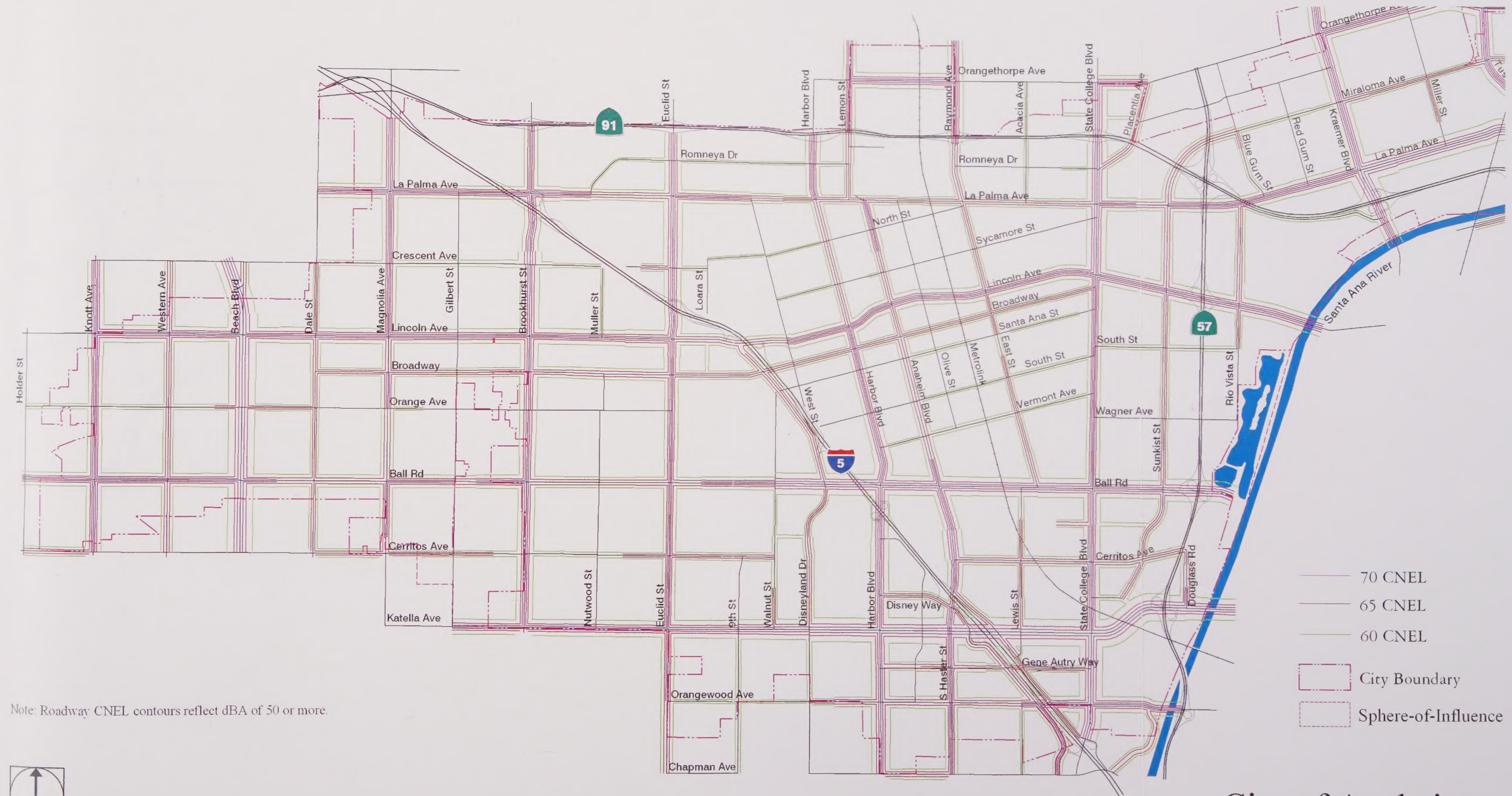
Railways

Another prevalent source of noise in the City is from railroad operations. The City contains two train stations that are used by Metrolink and Amtrak for passenger rail service. Both Metrolink and Amtrak operate out of the Anaheim Station, which is located adjacent to the Angel Stadium of Anaheim. Metrolink also stops at the Anaheim Canyon Station, which is situated near the intersection of North Tustin Avenue and the Riverside (SR-91) Freeway. In addition, the City contains two railroad freight corridors. These include the Union Pacific line located primarily along the Santa Ana (I-5) Freeway, but diverging in the southern portions of the City, and the Burlington Northern & Santa Fe (BN&SF) line located along Orangethorpe Avenue/ Esperanza Road.

Currently, daily train traffic produces noise that may disrupt activities in proximity to railroad tracks. For example, trains are required to sound their horns at all at-grade crossings. Trains may also be required to slow their speed through residential areas. These types of noise disturbances can interfere with activities conducted on noise-sensitive land uses.

Railroad noise is dependant on a number of factors including the number of operations per day, the times these operations occur, the numbers of engines and railcars, the speed, the type of rail (i.e., continuous or bolted), and whether at-grade rail crossings exist that require engineers to sound a warning horn. Noise contours for railway operations are presented in Figure N-3, *Future Roadway Noise Contours*.

Future Roadway Noise Contours



City of Anaheim

General Plan Program

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Future Roadway Noise Contours



- 70 CNEL
- 65 CNEL
- 60 CNEL
- City Boundary
- Sphere-of-Influence

Note: Roadway CNEL contours reflect dBA of 50 or more.



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Future Freeway and Railroad Noise Contours



Freeway Noise Contours

- 70 CNEL
- 65 CNEL
- 60 CNEL

Railroad Noise Contours

- - - 70 CNEL
- - - 65 CNEL
- - - 60 CNEL

- City Boundary
- Sphere-of-Influence

City of Anaheim

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Figure N-4 Page N-19

Alternative Transportation

The City can also minimize traffic-generated noise by encouraging the construction and use of alternative modes of transportation such as alternative fuel vehicles, the Bus Rapid Transit (BRT) System, or transit oriented design (TOD) – the provision of higher density, mixed-use development near major rail and transit stops. Alternative transportation modes can emit less noise per passenger than their automotive counterparts and can reduce traffic congestion. Additional information on TOD and the BRT System can be found in the Green and Circulation Elements.

GOAL 2.1:

Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.

Policies:

- 1) Continue to enforce the noise standards of the State Motor Vehicle Code and other State and Federal legislation pertaining to motor vehicle noise.
- 2) Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- 3) Require that development generating increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.
- 4) Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes.
- 5) Require sound walls, berms and landscaping along existing and future freeways and railroad rights-of-way to beautify the landscape and reduce noise, where appropriate.
- 6) Encourage the construction of noise barriers by the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe and Amtrak where residences exist next to the track.
- 7) Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Union Pacific, Burlington Northern & Santa Fe and Amtrak to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving



vehicle system technology and developing improved sound barriers where residences exist next to the track.

- 8) Encourage the use sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.
- 9) Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- 10) Participate in the planning activities of County, regional and State agencies relative to the location of new airports and the assessment of their impact on the environment of the City.
- 11) Encourage the development of alternative transportation modes that minimize noise within residential areas.
- 12) Monitor proposals for future transit systems and require noise control to be considered in the selection of transportation systems that may affect the City.
- 13) Continue efforts to minimize the impacts from police helicopter training and emergency response activities through the potential relocation of helicopter facilities and careful consideration of flight paths.

Non-Transportation Related Noise Sources

The City currently maintains a diversity of land uses, most of which generate their own noise. Industrial facilities generate noise through various processes that involve the use of heavy equipment and machinery. However, even commercial facilities and residential units can generate noise from the use of heating, ventilating, and air conditioning (HVAC) units. Restaurants, bars, and entertainment establishments may use sound amplification equipment that operates well into the night. Residential areas are also subject to noise from the use of pool and spa pumps, landscape maintenance equipment, barking dogs, etc.

Mixed-use areas that place more sensitive residential uses alongside or above commercial uses can present their own challenges. Requiring that the commercial component meet a residential standard could make commercial operations difficult. Alternatively, applying a commercial standard to a mixed-use project could result in unacceptable noise levels at the residential portion of the structure/site. Still, mixed-use projects offer several advantages from both an air quality and transportation perspective, and should be encouraged.

The most prominent non-transportation related noise production occurs at the three major attraction venues in the City: The Anaheim Resort®, Angel Stadium of Anaheim,

and the Arrowhead Pond of Anaheim. These uses involve the use of delivery vehicles, rides and attractions, and attract thousands of people and automobiles that can create high levels of noise. Within the property lines of these uses, however, the noise levels are generally considered acceptable and appropriate to the use. Moreover, these uses employ large setbacks, parking buffers, and a variety of sound barriers to minimize noise impacts.

The noise impacts on the area surrounding Angel Stadium of Anaheim is also limited due to the industrial nature of the surrounding development. However, as The Platinum Triangle transitions into a mixed-use center and incorporates more sensitive land uses, the potential for noise conflicts may rise. Any new development, therefore, will be required to incorporate appropriate sound mitigation measures to minimize the noise impacts from and to the surrounding environment.

Another source of "non-transportation" noise comes from the operations of trucks and trains within the City. As previously mentioned, the operation of railroad trains and heavy trucks is preempted from local noise regulation while operating on public roads and dedicated rights-of-way. However, noise is also generated by operations (e.g., idling, loading, and unloading) that occur at facilities. Once on private property, these sources are no longer considered preempted and the City has authority to regulate this noise if it "spills" into adjacent areas.

Finally, construction in all land use zones can temporarily elevate noise. The City recognizes that construction is a necessity and noise control for construction needs to be carefully balanced. Still, various measures are available to reduce this noise when necessary.

GOAL 3.1:

Protect residents from the effects of "spill over" or nuisance noise emanating from the City's activity centers.

Policies:

- 1) Discourage new projects located in commercial or entertainment areas from exceeding stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.
- 2) Prohibit new industrial uses from exceeding commercial or residential stationary-source noise standards at the most proximate land uses, as appropriate. (Industrial noise may spill over to proximate industrial uses so long as the combined noise does not exceed the appropriate industrial standards.)
- 3) Enforce standards to regulate noise from construction activities. Particular emphasis shall be placed on the restriction of the hours in which work other



than emergency work may occur. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.

- 4) Require that construction equipment operate with mufflers and intake silencers no less effective than originally equipped.
- 5) Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences or make applicant provide evidence as to why the use of such barriers is infeasible.



INTRODUCTION

Economic Development Element

The purpose of the Economic Development Element is to provide a framework for the City of Anaheim to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations. The Element is intended to provide a framework for the City to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations. The Element is intended to provide a framework for the City to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations.

RELATIONSHIP TO OTHER ELEMENTS

The Economic Development Element is a key component of the City's General Plan. It is intended to provide a framework for the City to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations. The Element is intended to provide a framework for the City to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations. The Element is intended to provide a framework for the City to guide economic development in a way that is consistent with the City's General Plan and other applicable laws and regulations.

INTRODUCTION

From its beginnings in 1857 as a small German farming community, Anaheim has grown to one of the largest cities in the State. With a population over 330,000, the City is home to a diverse population, a vibrant economy and world-class tourist destinations. The City has taken pride in developing a positive climate for economic development. To this end, the City has created a responsive, business-friendly atmosphere and an infrastructure backbone that allows both small and large businesses to flourish.

The purpose of the Economic Development Element is to guide the City in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support various local programs and services. To achieve a balanced and healthy economy, the Economic Development Element sets forth the goals and policies necessary to ensure a prosperous economic future. The Economic Development Element is not a State-mandated Element of the General Plan, but the City of Anaheim has long recognized the importance economic development plays in helping to ensure the quality of life within its community.

RELATIONSHIP TO OTHER ELEMENTS

Economic Development Element is intricately related to the Land Use, Circulation, Public Services and Facilities, Housing and Green Elements. A healthy economy not only provides the tax base for local services and infrastructure, but also affects the demand for a variety of land uses. A proper balance of land uses and carefully tailored General Plan policies help the local economy by providing the business community with a skilled workforce; housing, recreational, cultural and retail opportunities for employers and employees; and supporting infrastructure facilities and services that foster economic growth. It is also related to the Community Design Element as community identity enhances the economic vitality and marketing efforts of the City.



ACHIEVING THE VISION

General Plans are not static documents; they are blueprints for an active future. Following is a summary of the major economic goals the City has embraced:

- Continue to support and enhance tourism as a driving force in Anaheim's economy.
- Retain, expand and diversify the economic base of the City.
- Attract new industries and associated employment with a business-friendly climate.
- Continue to develop a highly-skilled labor workforce connected to a strong, local employment base.
- Revitalize Anaheim's major corridors to provide an attractive setting for the business community.
- Introduce and/or expand retail and commercial opportunities in key areas of the City.
- Make Downtown Anaheim the City's cultural, civic, and historic center.
- Preserve and enhance the quality and image of Anaheim's residential neighborhoods as a driving force in the local economy.
- Provide incentives in Redevelopment Areas to stimulate desired development.
- Continue to coordinate closely with the Anaheim Chamber of Commerce to attract and retain businesses in the City.

LAND USE STRATEGIES

Achieving the goals described above requires a comprehensive effort anchored by visionary land use planning and a strong City commitment. This Economic Development Element, linked to the policies in the Land Use Element, provides consistent and powerful guidance for the City. In turn, the Land Use Element facilitates continued prosperity and helps to enhance the City's economic and fiscal health through the following land use strategies.

☞ Land use patterns that reflect these strategies are identified on Figure LU-3 of the Land Use Element.

Citywide Land Use Strategies

- Redirect and consolidate commercial development at strategic locations and introduce mid-block residential development as an alternative to under-performing commercial properties.
- Assemble key parcels for expanded housing, retail and/or office opportunities.
- Encourage mixed-used development in specified areas of the City.
- Encourage the development of "cleaner", light industrial uses that promote higher skilled, higher income jobs in appropriately designated areas.

Area-Specific Land Use Strategies

- Develop appropriate regulations to facilitate the transition of The Platinum Triangle into a major, economic center of regional significance, which exemplifies a dynamic place where people live, work and visit.
- Promote the continued revitalization of Downtown Anaheim as a vibrant town center with major civic, cultural, retail, office and residential uses.
- Revitalize the South Anaheim Boulevard corridor as an important link between Downtown Anaheim, The Anaheim Resort® and The Platinum Triangle with a mix of retail, office, employment and residential uses.
- Enhance the long-term viability of The Canyon by preserving the integrity of industrially-designated land uses; improving urban design standards; providing additional employment-generating uses, such as commercial and mixed-use development; and enhancing water recharge basins as visual and recreational amenities, where appropriate.
- Revitalize the North Euclid Street Area, including the areas around the North Orange County Community College campus, as a major gateway into the City, offering educational and employment training opportunities for Anaheim's workforce and residents and new mixed-use development opportunities for the surrounding neighborhoods.
- Expand The Anaheim Resort to include those areas along the Harbor Boulevard corridor south of Orangewood Avenue to the southern City limit.
- Encourage the development of a new mixed-use village at the northwest corner of State College Boulevard and Lincoln Avenue.
- Pursue commercial opportunities in the Hill and Canyon Area provided by the additional retail demand created by the development of the Mountain Park Specific Plan.
- Encourage the development of quality, mid-block residential land uses and while concentrating future commercial uses at major intersections and other strategic locations in West and East Anaheim, as designated on the General Plan Land Use Plan.
- Preserve and enhance "Tile Mile" along State College Boulevard, the well-known concentration of tile and stone distributors and their associated showrooms, as a major regional attraction.
- Continue discussions with the Orange County Water District in an effort to explore the commercial viability of strategically-located groundwater recharge basins.



COMPONENTS OF ECONOMIC DEVELOPMENT

Anaheim's economic development strategies must address key issues of growth and adaptation to ensure continued prosperity. The strategies must enable the City to grow in ways that benefit the most residents and build on its existing dynamic base, all while allowing the City to adapt to changes in the economy.

The City defines economic development as "attracting and supporting sustainable, desirable growth that brings a variety of companies, investment and jobs to Anaheim." The components of this process include the following City efforts.

City Coordination Efforts

Economic activity and job creation are generally thought to be primarily private-sector activities. Anaheim has always strived to maintain the right mix of land uses, planning policies, and programs to facilitate growth. Through the years, Anaheim has updated its General Plan, refined zoning regulations, expanded its infrastructure through capital improvements, streamlined development processes and created new opportunities through redevelopment tools, and expanded its services to facilitate growth. The goal of promoting economic development is built in to the City's governmental structure, with a number of municipal bodies charged with furthering economic growth, including the Redevelopment Agency, the Workforce Investment Board, and a number of City boards and commissions. Furthermore, many City departments play a role in expanding economic activity and promoting job growth in Anaheim. Table ED-1 identifies these departments and identifies the responsibilities of each.

Redevelopment Activities

The City of Anaheim has maintained an active redevelopment program since the 1970s when it first began efforts to revitalize its Downtown. The City's redevelopment efforts have since greatly expanded, encompassing six major project areas (see Figure ED-1) as of 2004. As these project areas have progressed and property values increased, the Redevelopment Agency, headed by the City Council and staffed by the Community Development Department, has used the resulting increases in tax revenue for a variety of public purposes, including the provision of affordable housing. The Agency coordinates City efforts associated with industrial, retail, office and residential development within redevelopment project areas including the provision of off-site public improvements; financing, redevelopment assistance, site evaluation, and infrastructure analysis.

ECONOMIC DEVELOPMENT ELEMENT

**TABLE ED-1
CITY DEPARTMENTS WITH ECONOMIC PLANNING RESPONSIBILITIES**

Agency	Responsibilities
City Manager's Office	• Provide leadership and facilitate major economic development initiatives • Oversee The Anaheim Resort activities • Track business trends • Develop marketing initiatives and oversee creation of marketing materials • Serve as liaison between City departments and businesses and ensure intergovernmental relationships • Ensure appropriate coordination of the most complex development projects
Planning Department	• Provide guidance through clear General Plan policies, appropriate zoning standards, and site design assistance for developers • Streamline project processing • Provide major project coordination
Economic Development Division (Planning Department)	• Formulate, coordinate and implement economic policy planning, business incentive programs and services; distribute marketing materials • Small Business Assistance Program
Community Development Department	• Provide tactical initiatives to address targeted areas – including redevelopment, affordable housing, infrastructure, job training
Utilities Department	• Provide utility services at competitive rates • Evaluate and address customer needs • Provide rate incentives and energy-saving programs such as Anaheim Advantage Services Program
Public Works Department	• Plan necessary capital improvements • Keep businesses informed of capital improvement construction schedules and strive to minimize business disruption during construction
Redevelopment Agency	• Coordinate City efforts for industrial, retail, office and residential development within redevelopment project areas.
Convention, Sport and Entertainment	• Market Anaheim as a site for conventions, corporate meetings, business entertaining and business relocation
Finance Department	• Provide professional support to City Management for making fiscal and organizational decisions necessary to plan and implement the optimum use of City resources.

Redevelopment Project Areas - The City of Anaheim has a comprehensive and diverse redevelopment program currently containing six redevelopment project areas:

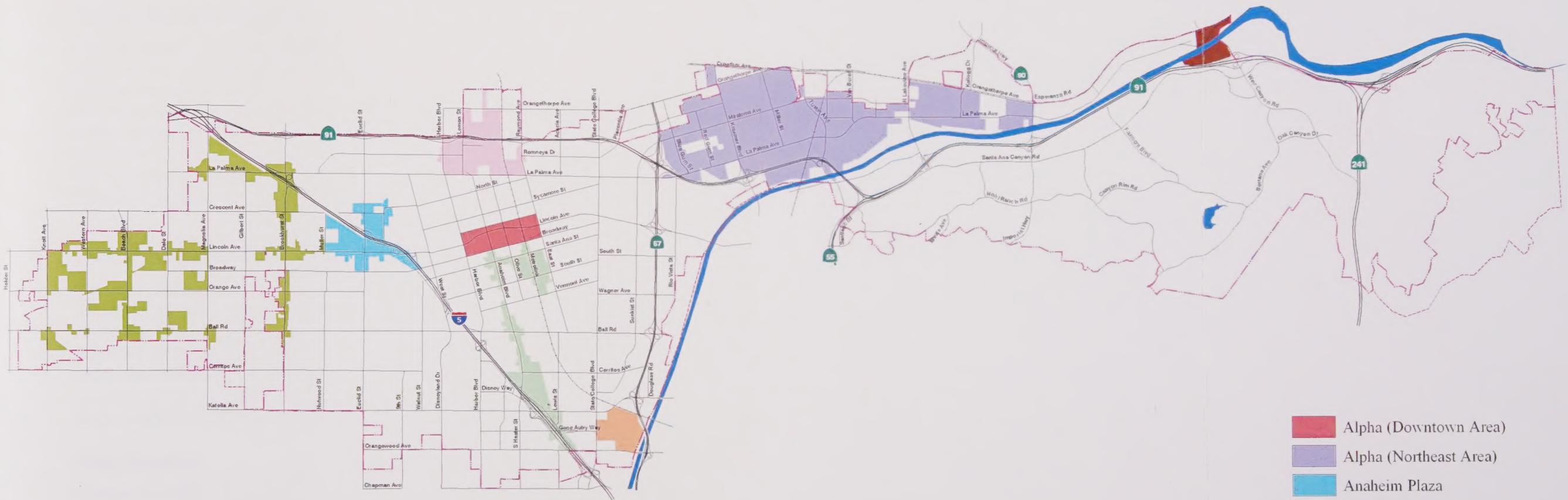


- **Alpha:** The largest redevelopment project area encompassing over 2,500 acres, it includes the City's Downtown and the light industrial center north of the Riverside (SR-91) Freeway known as The Canyon.
- **Anaheim Plaza:** This project area, centered near the Santa Ana (I-5) Freeway and Euclid Street, contains retail and light industrial uses anchored by Anaheim Plaza, a revitalized regional shopping center and encompasses approximately 326 acres.
- **Anaheim Stadium:** This 159-acre project area surrounds Angel Stadium of Anaheim and is generally bordered by State College Boulevard on the west, the Santa Ana River and Orange (SR-57) Freeway on the east, Katella Avenue on the north, and Orangewood Avenue on the south.
- **Anaheim Commercial/Industrial Redevelopment Project Area (2 subareas):**
 - **North Central Industrial Area:** This project area is located on both sides of the Riverside (SR-91) Freeway, generally between La Palma Avenue on the south, Orangethorpe Avenue on the north, Harbor Boulevard on the west and Raymond Avenue on the east. The project area includes approximately 409 acres.
 - **South Anaheim Boulevard Corridor:** This area generally includes the commercial and industrial areas along both sides of South Anaheim Boulevard and the Downtown industrial area in the southeastern portion of the Colony and encompasses nearly 500 acres.
- **River Valley:** This 138-acre commercial area lies just north of the Riverside (SR-91) Freeway, generally west of Weir Canyon Road.
- **West Anaheim:** This project area of nearly 1,100 acres is focused on the revitalization of commercial corridors west of Euclid Street.

City Revenues

Economic development is addressed, in large part, through the City's revenue stream. Anaheim has several unique and interesting characteristics. First, compared to most other cities in the region, a much greater proportion of its revenues come from hotel bed taxes – known as transient occupancy taxes. These revenues are generated primarily from the large concentration of hotels in The Anaheim Resort, home to the Anaheim Convention Center, and encompassing The Disneyland Resort®. The City also has a municipally-owned water and electric utility, enabling it to offer competitive rates and more localized service. City revenues are also provided through a variety of other sources, including sales and use taxes, property taxes, fees and permit charges, business license taxes, and motor vehicle license fees, among others.

Redevelopment Project Areas



- Alpha (Downtown Area)
- Alpha (Northeast Area)
- Anaheim Plaza
- Anaheim Stadium
- Anaheim Commercial/Industrial (North Central Industrial Area)
- Anaheim Commercial/Industrial (South Anaheim Blvd. Corridor)
- River Valley
- West Anaheim
- City Boundary
- Sphere-of-Influence

City of Anaheim

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Business Assistance

The City of Anaheim is oftentimes thought of as a place where the world comes to live, work and visit. The City accomplishes this recognition through a wide variety of services and public/private partnerships. The Economic Development Division coordinates and administers incentive programs and services for the business community. The Public Utilities Department provides incentives and assistance for energy conservation. The Workforce Center and Small Business Assistance Programs are designed to help area businesses stay as competitive as possible. The City works with the Anaheim Chamber of Commerce to actively promote business opportunities and events within the City.

ECONOMIC DEVELOPMENT SETTING AND OUTLOOK

The City of Anaheim is centrally located within a dynamic County and within one of the nation's largest metropolitan regions. Home to world-class amenities, such as The Anaheim Resort, the Anaheim Convention Center, the Arrowhead Pond of Anaheim, and Angel Stadium of Anaheim, and accessible by major freeways and rail lines, the City of Anaheim is highly visible and well positioned to continue to support a robust local economy. As the second largest city in Orange County and one of the nation's largest tourist destinations, Anaheim has a key role to play in the regional economy as well.

City Profile

Location: Anaheim has the advantage of being in the heart of Orange County. Bordered by Fullerton, Placentia, Yorba Linda, Orange, Garden Grove, Stanton, and Buena Park and traversed by four major freeways and a major toll road, the City of Anaheim is extremely well positioned to continue to take advantage of regional transportation and economic opportunities.

Dynamic Region: Orange County has traditionally outperformed many neighboring counties in terms of economic growth and maintains the second highest number of jobs in California, second only to Los Angeles County. Due to a multiplicity of factors, including its great climate and beaches, desirable quality-of-life, and expanding employment, entertainment and educational centers, the region has seen strong economic growth rates over the last fifty years.

Anaheim's Economy: There are over 11,000 businesses operating within the City. A variety of industry types comprise Anaheim's economy and include: services; manufacturing; wholesale and retail trade; construction; transportation, communications and utilities; finance, insurance and real estate; and mining. Compared to many cities in the County, Anaheim has a large manufacturing and tourist-related economic base and is interested in maintaining these important sectors.



Major Employers: Many of the City's largest employers are from the resort, hospitality, manufacturing, and entertainment employment sectors. With over 20 million visitors annually, this is consistent with the service-oriented nature of the local economy.

Anaheim's Workforce: Compared to Orange County as a whole, Anaheim's labor force is younger and originates from larger households. This represents a large labor pool available to local and regional employers. A major goal for the City continues to be developing a highly skilled workforce and ensuring a strong, local employment base.

Economic Development Outlook

Promoting economic development through careful planning and business promotion has been a key to Anaheim's impressive growth and success. It has become a nationally recognized city with famous amenities and dynamic companies. Even though the City is largely built-out, new opportunities and challenges present themselves. Anaheim must position itself to provide more jobs for its growing local labor force and adapt to changes in the regional and national economy.

Both short and long-term trends are positive. Combining the shortage of developable land in Central Orange County and the City's locational and amenity advantages, Anaheim has a strong opportunity to maximize its future economic growth. There is strong development potential for all uses including commercial, industrial and office development; however, the proximity of regional-serving retail centers in nearby cities combined with limited opportunities within the City has historically meant that many residents find shopping opportunities in neighboring cities. This represents a challenge for the City to proactively encourage more successful retail activity—a major goal of this Element.

In order to take advantage of development opportunities and to attract quality employers, the City will continue its efforts to improve the skill levels of Anaheim's workforce through ongoing workforce education and training programs.

GOALS & POLICIES

To guide the City in implementing its goals of economic vitality, this Economic Development Element sets forth goals and policies in six key areas: 1) Business Retention, Growth and Attraction; 2) Redevelopment/Revitalization; 3) Workforce Development – Job Promotion, Training and Career Education; 4) Public Facilities and Community Services; 5) Housing Diversity and Affordability; and 6) Area-Specific Goals and Policies.

Business Retention, Growth and Attraction

The City of Anaheim has taken pride in developing a positive climate for economic development. The City has implemented many programs designed not only to make Anaheim a better place to live, but also a better place to do business. For example, the City has undertaken both capital improvement efforts - corridor beautification programs, extensive redevelopment activities, expansion of existing tourist amenities, and ensuring reliable power supplies and infrastructure upgrades. It has also experienced staff development programs, such as customer service training, customer surveys and roundtable discussions with the business community. The City also established the Economic Development Division and the Anaheim Workforce Center to help local businesses prosper.

The prospect for office development is favorable. Anaheim has traditionally been competitive in terms of commercial rents - an advantage that can continue to help the City retain and attract business clients. Favorable trends also exist for industrial development for many of the same reasons. The industrial land supply in Orange County is limited, and industrial rents in the City have been regionally competitive. Proximity to major transportation systems also gives Anaheim a competitive advantage for continued industrial development. The future also looks bright for Anaheim's world-renowned tourism industry. With room to expand in both The Anaheim Resort and The Platinum Triangle, tourist-related development will remain a potent economic engine for the City. While an important component of future development in Anaheim, significant growth in research and development/high technology uses will face strong competition from



regional centers in south Orange County. Nevertheless, various strategies contained in this Element will serve to ensure that the City is positioned to attract such uses to the community.

GOAL 1.1:

Continue and expand the City's marketing and promotional campaign.

Policies:

- 1) Continue to market Anaheim as a business-friendly city and implement the following strategies to promote the City's special activity areas and neighborhoods:
 - Continue to market the Anaheim Convention Center as a showcase for the community and an opportunity for new and existing businesses to network.
 - Market The Anaheim Resort, Angel Stadium of Anaheim, The Grove Theater and the Arrowhead Pond of Anaheim as major entertainment amenities for local regional and national businesses.
 - Promote The Platinum Triangle as a unique and special urban place where a wide variety of people come together to work, live, shop and recreate.
 - Promote Downtown Anaheim/Colony as the cultural, artistic, historic and civic center of the City.
 - Continue to promote The Canyon as a high profile, business center in Orange County.
 - Promote West and East Anaheim as areas with emerging high quality housing and retail opportunities.
- 2) Continue to market and promote redevelopment project areas and business districts throughout the City.
- 3) Continue to utilize the City's Geographic Information Systems (GIS) capabilities and other technological resources to help identify sites for future development and redevelopment.

GOAL 1.2:

Attract new businesses and help existing ones through effective Public Utilities programs.

Policies:

- 1) Maintain public/private partnerships through the Business Savings Programs, the Anaheim Advantage Services Program and Business Development Program.

☞ Refer to the Public Services and Facilities Element for a description of goals and policies related to Anaheim's public utilities.

- 2) Continue to provide information on current programs and services through the Anaheim Public Utilities Department web page on the City's website.
- 3) Continue and expand energy efficiency programs to new and existing businesses through the Anaheim Public Utilities Department.
- 4) Continue to update and refine the City's Public Utilities Department outreach program for both residents and businesses.

GOAL 1.3:

Attract businesses through an efficient development approval process.

Policies:

- 1) Maintain a well-publicized, informative and competitive fee structure for development and construction-related permits.
- 2) Continue to enhance user-friendly permit assistance activities.
- 3) Periodically review and update Zoning Code provisions to address the latest development trends.
- 4) Continue to identify ways to streamline the zoning entitlement process.

GOAL 1.4:

Attract businesses through an efficient public works program.

- 1) Plan for and strive to provide the necessary public infrastructure to enable businesses to operate successfully and direct new businesses to areas that can adequately serve their infrastructure needs.
- 2) Continue to publicize the purpose, phasing, and goals of major capital improvements to offer assurances to business owners and potential developers regarding the City's commitment towards providing a quality infrastructure system.

☞ Refer to the Public Services and Facilities Element for a description of goals and policies related to maintaining and enhancing Anaheim's infrastructure and public facilities.

GOAL 1.5:

Ensure institutional activities that support business growth and promotion.

Policies:

- 1) Continue to coordinate various Citywide and Department-specific economic development initiatives through the Economic Development Division.



- 2) Maintain strong public/private partnerships between the City and the business community.

Redevelopment/Revitalization

In order to maintain and enhance its quality of life, the City of Anaheim has focused on economic revitalization in a wide variety of ways. It continues to maintain an active and comprehensive redevelopment program through the administration of six project areas. It is working to maximize retail sales tax revenue by consolidating future commercial development at strategic locations. It is improving the quality of its corridor retail development by redirecting retail development to major intersections and introducing mid-block residential uses as an alternate land use for under-performing retail projects. By making Anaheim a more desirable place to shop and to do business, the City gains revenue by minimizing retail sales tax "leakage" to neighboring communities.

The City is also pursuing the enhancement of key, high visibility areas. It has developed design guidelines to implement the new visions for the Downtown Area which will serve as the City's cultural, civic and historic center, and will stimulate economic activity and increase revenue to the City (see section – Area-Specific Goals and Policies at the end of this Element). In The Anaheim Resort, the City is expanding the existing Specific Plan boundary to include those portions within Anaheim along the Harbor Boulevard corridor south of Orangewood Avenue to enhance the visual appeal of the area and to encourage new development consistent with the adjacent tourist-oriented area.

GOAL 2.1:

Continue to implement the revitalization goals of the City's redevelopment project areas and other strategic locations.

Policies:

- 1) Consolidate future retail development in premium locations.
- 2) Encourage the construction of new housing opportunities identified in redevelopment project area plans, the Housing Element and Land Use Element.
- 3) Continue to improve the appearance of major commercial corridors through implementation of the City's Streetscape Beautification Program.
- 4) Continue to provide civic uses – parks, libraries, and community centers – which provide key services for residents.

☞ Refer to Green Element for information relating to corridor landscape improvement plans.

- 5) Expand The Anaheim Resort to include the Harbor Boulevard corridor south of Orangewood Avenue.

GOAL 2.2:

Enhance the quality of commercial development along major corridors.

Policies:

- 1) Redirect and consolidate underutilized/underperforming strip commercial development to high-activity locations, particularly at key corners of major street intersections.

☞ Refer to Figure LU- 3 in the Land Use Element for locations for commercial development
- 2) Facilitate the transition of mid-block strip commercial to residential uses in selected areas.
- 3) Ensure that the development of new commercial centers provide for quality design, pedestrian amenities, convenient access, and distinctive architecture.

☞ Refer to the Community Design Element for design policies for retail centers.

Workforce Development – Job Promotion, Training and Career Education

An educated and well-trained workforce is the backbone of a healthy economy. To that end, the City established the Anaheim Workforce Investment Board (WIB) to provide a broad range of workforce development services to businesses seeking employees and to individuals looking for work, education, training and skills upgrade. The WIB is a 33-member business-led board responsible for setting policy, strategic planning and providing oversight to the local workforce investment system, in a "one-stop" setting.

The One-Stop system is a network of funding streams and numerous partnering agencies including educational institutions, colleges, non-profit groups, community based organizations and government agencies. One-Stop services are delivered through the City's/WIB's comprehensive One-Stop center – the Anaheim Workforce Center which provides a full range of services for businesses and job seekers alike. Job seeker services include employment, training, education and supportive services. Job search and placement assistance are available to everyone through the One-Stop's core services.

Business services include recruitment activities and labor market information, matches employer needs with qualified job seekers, and offers wage subsidies and paid internships. In addition, the WIB hosts a Small Business Development Center business advisor at the One-Stop Center to further assist small business owners with their marketing, financial and operating processes.



Anaheim has seven school districts which have facilities in the City, including several public high schools. Many of these schools have active career education programs such as career academies, adult education and the Regional Occupation Program. Anaheim's business community, represented by the Chamber of Commerce, is strongly supportive of the schools and supports school-to-work programs.

GOAL 3.1:

Expand the scope of the City's comprehensive job-training and workforce development programs.

Policies:

- 1) Continue to support, publicize and expand the Anaheim Workforce Development system (One-Stop), in cooperation with the Economic Development Division.
- 2) Support career education programs such as the Regional Occupation Program, career academies, internships, job shadowing, Career Speaker Programs, Career Day, Youth in Government Day, and other programs.
- 3) Tailor job training and placement programs to all economic segments of the City.
- 4) Continue to provide translation services and liaisons to help integrate the City's non-English speaking population into the workforce.

Public Facilities and Community Services

A reliable and high quality system of public services helps promote economic development and provide the quality of life necessary to attract and retain residents and businesses. The City of Anaheim has prided itself on providing its residents with quality parks, fire and police services, community facilities, recreation and enrichment classes, public utilities and infrastructure. Quality of life depends on essential services such as police and fire protection, while variety of life relies on enrichment programs such as adult classes, recreation programs and community events. The City's Community Services Department plans and sponsors a wide array of such programs and services. The Public Services and Facilities Element of this General Plan provides the latest information and policies on maintaining and improving these vital City services.

☞ Refer to the Public Facilities and Services Element for more detailed discussion and goals and policies regarding the City's public services and facilities.

GOAL 4.1:

Continue to provide high quality and reliable public safety and community services and facilities.

Policies:

- 1) Continue to proactively plan, publicize and implement a high-quality and responsive program of public safety and community services.
- 2) Evaluate resident needs and satisfaction with public safety and community services on a periodic basis.
- 3) Continue efforts to attract a greater proportion of Anaheim's residents in Community Service programs, classes and events.
- 4) Implement the goals and strategies of the Anaheim Community Services Strategic Plan.

Housing Diversity and Affordability

A diverse and high quality housing stock is an important ingredient in the economic success of any community. Quality residential development not only provides strong neighborhoods, but also serves as home to a local pool of labor, and a convenient customer base for City businesses. Anaheim is addressing the issue from three perspectives. First, the City works to maintain a broad range of housing types and prices. This means high quality, single-family homes as well as affordable, livable multiple-family development. Second, the City is planning for more residential opportunities in Downtown Anaheim and The Colony and in The Platinum Triangle. This will not only increase new housing supplies, it will provide easier access to retail and employment centers due to their concentration adjacent to various transit opportunities. Finally, the City is continuing its efforts to rehabilitate its existing housing stock through Community Development Block Grant funds, other funding sources and redevelopment activities.

GOAL 5.1:

Expand housing opportunities for all economic segments of the community.

Policies:

- 1) Expand the City's housing rehabilitation program through the Community Development Block Grant Program and other funding sources.
- 2) Evaluate and pursue incentives for providing both affordable and market rate housing of all forms.



- 3) Continue efforts to target high-quality residential opportunities along major corridors throughout East, Central and West Anaheim.
- 4) Ensure quality development through adherence to Community Design Element design policies and applicable zoning provisions.

Area-Specific Goals and Policies

To identify target strategies that promote economic development in specific areas of the City, the following section is divided into five sub-areas:

Hill and Canyon Area

The primarily residential Hill and Canyon Area of the City is expected to generate additional demand for retailers. The area's in-place demand is currently served by a regional retail center (The Festival), but limited leakage of retail dollars still occurs. Projected increases in population will support the need for additional large-scale retailers, but will not likely support the need for any additional retail centers.

GOAL 6.1:

.....
Attract new retailers to help strengthen existing commercial centers.
.....

Policies:

- 1) Develop strategies to attract retailers to the Hill and Canyon Area and to capture any demand generated by future residential development.

The Canyon

The Canyon is the largest industrial area in the City, constituting approximately 60% of Anaheim's industrial inventory. Due to its size and diversity of employment, The Canyon represents a very important economic engine. Stretching in an east/west direction along the northern side of the Santa Ana River through the eastern portion of the City, The Canyon is served by rail, the regional arterial highway system, and the Orange (SR-57) and Riverside (SR-91) Freeways. While the predominant land use direction of The Canyon will remain industrial, the potential exists for additional office and research/development activity due to the area's high visibility and easy access from major corridors and the freeway. A mixed-use retail/office/residential node is also designated in the vicinity of the Metrolink Station.

Challenges for the area include a shortage of vacant land, demand by non-industrial users, and desire to provide higher skill, higher wage employment opportunities.

GOAL 6.2:

Maintain and enhance The Canyon as one of the region's major industrial/office employment centers by improving the area's visibility, vitality and image and by taking advantage of its transportation links.

Policies:

- 1) Discourage land uses that compromise the integrity of the area's industrial and office park setting.
- 2) Enhance the physical appearance of The Canyon through better "edge" identification, entry monumentation, signage, and landscaping.
- 3) Improve the architectural quality of buildings through façade improvements and design guidelines.
- 4) Encourage strategically-located convenience retail development for the benefit of workers and visitors.
- 5) Encourage additional office development along the southern edge of La Palma Avenue as indicated in the Land Use Element.
- 6) Encourage mixed-use development around the Anaheim Canyon Metrolink Station as indicated in the Land Use Element.
- 7) Explore opportunities to introduce retail, restaurant or entertainment uses adjacent to the area's strategically-located groundwater recharge basins.

⇒ Refer to the Community Design Element for design – related policies for industrial areas.

The Platinum Triangle

The 807-acre Platinum Triangle, bounded by the Santa Ana (I-5) and Orange (SR-57) Freeways and south of the Southern California Edison easement, represents the greatest commercial and office expansion opportunity for the City. Its proximity to major amenities such as the Angel Stadium of Anaheim, the Arrowhead Pond of Anaheim, and The Anaheim Resort along with its visibility from local freeways and railways make it a strong candidate to become a major regional economic center. The area's visibility, central location and underutilized land combine for a potential large market capture of office, industrial and retail development. In addition, the employment, entertainment and retail opportunities provided in the area, combined with the high demand for housing, presents tremendous opportunities for high-quality residential uses for the area's future workforce and those seeking an urban, mixed-use living environment.

The vision of The Platinum Triangle goes far beyond that of the area's historic land use patterns – the area will become a vibrant, mixed-use urban center serving the entire



region. By including a diverse mix of retail, office, entertainment and high quality residential uses and an extensive pedestrian-oriented public space network, The Platinum Triangle can realize its potential as an exciting urban center.

To recognize and eventually achieve the development potential of this economic center requires a creative, proactive approach. Streamlined planning approaches, well-defined, yet flexible, development standards and attention to design, for example, will be pursued.

GOAL 6.3:

Create a major, mixed-use regional center in The Platinum Triangle providing employment, shopping, entertainment, and housing for residents, employees and visitors.

Policies:

- 1) Implement a creative, proactive approach in designing a strategic planning process for the development of The Platinum Triangle, including the preparation of a Mixed-Use Overlay Zone and identity programs.
- 2) Encourage mixed-use and higher density development within The Platinum Triangle.
- 3) Introduce large-scale residential development to provide a market for growing retail and office uses in the area.
- 4) Plan for and encourage creativity in design in order to adapt to changing situations, circumstances and challenges that may arise as the area undergoes transition.

Downtown Anaheim

Another important opportunity for the City relates to the on-going revitalization of its Downtown. Located within the Anaheim Colony Historic District, Anaheim's Downtown is undergoing exciting and carefully orchestrated change. The overriding goal is to create a vibrant, comfortable downtown with a dynamic blend of civic, cultural, retail, office and residential development while preserving and taking advantage of the historic character of the Colony. By use of the Anaheim Colony Design Guidelines, the City is encouraging downtown development that reflects the history and architectural character of the area while providing residents and visitors with a pedestrian-friendly environment. The area will offer shopping, employment and recreational opportunities. The economic benefits of higher sales and property tax revenue will be a by-product of the Downtown's growing popularity and strong sense of place and history.

GOAL 6.4:

Promote the revitalization of Downtown Anaheim as a pedestrian-oriented, civic town center, enhanced with diverse retail, residential and cultural opportunities.

Policies:

- 1) Promote the Anaheim Colony Historic District as a destination for local residents and regional visitors thereby creating a stimulus for economic revitalization.
- 2) Encourage quality design through implementation of the Anaheim Colony Vision, Principles, and Design Guidelines.
- 3) Encourage mixed-use development incorporating ground-floor retail and high quality architecture that is consistent with the historic nature of the area.
- 4) Encourage well-designed, convenient parking structures, distinctive street furniture, and ample pedestrian amenities as stimuli to Downtown shopping and commercial activity.

Regional Commercial Centers

In addition to the regional attractions in The Platinum Triangle, The Anaheim Resort and Downtown Areas, Anaheim is home to Regional Commercial Centers such as the Anaheim Plaza in Central Anaheim and The Festival in the Hill and Canyon Area. These centers provide significant sales tax revenue for the City, which in turn, results in the improved provision of services and facilities. Other locations are designated as future Regional Commercial Centers in the Land Use Element (see Figure LU-4, Land Use Plan), but commercial opportunities on this scale are somewhat limited due to similar, nearby uses in adjacent cities and limited market demand. Given the valuable revenue that these centers generate and the limited opportunities for future centers, it is imperative that the City maximizes the potential of existing and planned centers and develops strategies to attract an on-going supply of quality retail businesses.

GOAL 6.5:

Maximize the potential of existing and planned Regional Commercial Centers and develop strategies to attract quality development.

Policies:

- 1) Encourage the development and/or attraction of retail businesses within Regional Commercial Centers which serve a regional market and maximize tax revenue.
- 2) Pursue public infrastructure improvements that will support and facilitate development of Regional Commercial Centers.



- 3) When necessary, work with owners of Regional Commercial Centers to develop signage programs that effectively identify and promote the centers.
- 4) Continue to enhance marketing and business retention/attraction programs to effectively compete with neighboring cities in attracting and retaining regional-serving businesses.



CITY OF ANAHEIM

GENERAL PLAN

INTRODUCTION

Community Design Element

INTRODUCTION

The identity of Anaheim is varied and extends beyond that of its world-renown resorts, sports venues, and convention center. It is a large, diverse city that is home to over 330,000 people. Visitors view it from major freeways and from its arterial corridors; residents experience it along its residential streets, parks, schools and shopping centers.

Creating a positive and strong community identity for such a large and diverse area is the goal of the Community Design Element.

Anaheim is the oldest city in the County and contains historic as well as newly developed areas. Its topography varies from hills and canyons to flat coastal plains. Its built environment ranges from dense commercial and civic uses to estate-type, single-family neighborhoods. This Element provides policy guidance that respects this diverse context while seeking to unify the City through carefully crafted design policies.



Citrus Park uses replicas of old packing labels to enliven blank walls and provide reminders of the City's agricultural heritage.

The expanded Anaheim Convention Center's dramatic facade of curved glass and central towers make it one of the region's newest architectural landmarks.





ACHIEVING THE VISION

A community's vision is the mental picture of its desired future based on important community characteristics. In the context of the Community Design Element, the vision is simply what the community feels Anaheim should look like. This vision is reflected in the policies of the General Plan.

Anaheim values the character of its neighborhoods and the history and diversity of the City. It is committed to strengthening neighborhood identity and enhancing its image. The desire to make Anaheim a better place to live, work, learn and visit is the foundation of the Community Design Element. The key objectives of the Element are to create:

- An aesthetically pleasing City unified by select design features;
- Aesthetic enhancements along arterial corridors and public rights-of-way, including landscaping and streetscape improvements;
- Clearly marked formal entries at key locations which identify community gateways, edges and boundaries;
- Attractive and strategically located retail uses;
- A vibrant and identifiable downtown;
- Preservation of the City's heritage through historic homes, neighborhoods and districts;
- Well-maintained parks, libraries and community centers;
- Attractive neighborhoods with well-maintained streetscapes; and
- An abundance of open space features throughout the City.



Citizens discuss the Vision and planning objectives for The Platinum Triangle at one of the many public outreach events for the General Plan update.

ENHANCING THE GENERAL PLAN

The Community Design Element is not a required Element of the General Plan, but the City has long recognized the importance of community appearance and identity to its vitality, economic health and overall quality of life. Combined with the "Green Element" – which combines parks and recreation, open space, conservation, and public landscaping into a comprehensive plan to beautify the City - the Community Design Element provides policy guidance for the built environment. It supports the Land Use Element by providing design policies that complement the City's diverse land uses, the Circulation Element by providing guidance for aesthetically enhancing arterial corridors, and the Economic Development Element by recognizing the relationship between quality design and economic viability, stability and growth.

RELATIONSHIP TO THE ZONING CODE

Anaheim's Zoning Code supports the Community Design Element in several important ways. As stated in its Introduction, the purpose of the Zoning Code is "to promote growth of the City in an orderly manner and to promote and protect the public health, safety, peace, comfort and general welfare in conformance with the General Plan." While zoning requirements address land uses and development standards, this Element will address community-wide design features such as gateways, streets and public signage, as well as special policies for specific districts within the City.

USING THE COMMUNITY DESIGN ELEMENT

The General Plan is intended to provide policy guidance, rather than specific development regulation. This Element is intended to provide a practical framework for specific design guidelines to ensure that design decisions in various parts of the City serve to implement the City's Vision.

COMMUNITY DESIGN COMPONENTS

The Scale of Community Design

In planning cities, design exists at various scales – from that of an individual building to an entire community. Rather than focusing on the design of one project, community design takes a broader view - looking at how the various components of a city fit together. From this perspective, community design exists at multiple levels – those of the street, neighborhood, district and city. Effective design strategies help to unify a city visually, thereby creating a distinct sense of place. For a city as large as Anaheim, carefully planned design guidelines can enhance the identity and distinctiveness of the City as a whole and the specific areas within it.

Unifying Elements of Community Design

There are many elements of community design, but they should all serve to make a City more visually rich and identifiable. One approach is to identify and enhance the City's paths, landmarks, activity centers, districts and edges.¹ Residents and visitors form their image of the City from major roadways, activity centers and neighborhoods. This image is further defined by visually prominent buildings and by changes in character from one area to the next. Enhancing each of these elements makes sense for Anaheim since its large size makes Citywide identity a difficult challenge.

¹ This model of community design was devised by Kevin Lynch, detailed in his landmark book, *The Image of the City* (1960). His primary idea was that cities could create a much more memorable image by enhancing the design of their major urban design elements.



Paths

A city is most often viewed from and defined by the paths that run in and through it. In a very real sense, perceptions of Anaheim are formed from the major paths – both freeways and major arterial corridors – which traverse it. Paths connect activity areas and can have an important character of their own. Aesthetic improvements to these paths and streetscapes have been identified as a key component in enhancing Anaheim's overall appearance.



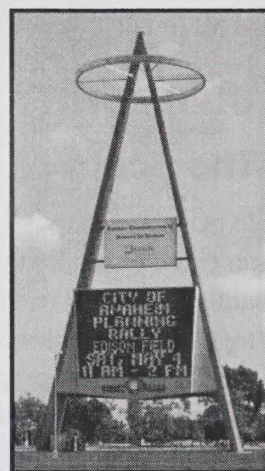
Regularly spaced palm trees provide a skyline image and constitutes a unifying visual element along paths.

Landmarks

Visually prominent buildings, special geographic features and important cultural centers serve to give a city a distinct image and help to orient residents and visitors. Anaheim has a number of very important landmarks, such as the Matterhorn in The Anaheim Resort®, "The Big A" at Angel Stadium of Anaheim, the historic Kraemer Building and Anaheim Museum located in the Colony.

Edges

Boundaries or transitions from one area to another are important in community design as they signal one's arrival to a new area. If edges are clearly marked, such as in the use of entry signs or monuments, a city's identity is strengthened. Two types of edges are important in Anaheim – primary entries into the City and secondary entries into important districts or nodes. Demarcation of these primary gateways is particularly important for Anaheim since it borders so many cities, whose identity often blends into that of Anaheim.



One of the most recognizable landmarks in Anaheim is "The Big A", a symbol for the City and its professional baseball stadium.

Activity Centers/Districts

Activity centers, districts and other concentrations of land uses provide interest and diversity to cities, and planning for them can greatly enhance a city economically and socially. Good examples are shopping centers, entertainment complexes, transportation hubs and town centers. With its world-renown tourist destinations, professional sports venues, and the historic Anaheim Colony District, Anaheim already has many wonderful activity centers. The challenge for Anaheim is to expand and/or enhance the activity centers it has and create more successful and convenient activity centers such as shopping centers or other public gathering places for its residents at strategic locations. These areas are identified in the General Plan Land Use Element on the Land Use Map (Figure LU-2).

Special areas of the City can also have their own visual and functional identity, thereby preventing the monotony seen in many cities today and creating more interest. In selected areas, the City has enhanced its identity through the use of specialized design guidelines, signage, street furniture and landscaping. The Anaheim Resort and the Anaheim Colony Historic District are excellent examples. Enhancing the distinctiveness of these special areas while still maintaining the overall image of the City is an important focus of this Element.

Integrating the Design Elements

The Community Design Element combines these elements – paths, landmarks, edges, activity centers and districts – in such a way that the image of the City is strengthened. The goal is to unify Anaheim visually while building on its unique qualities. Community-wide design features – usually placed along major corridors – can serve to unify the City, while activity centers, districts and landmarks provide variety and interest.



The prominent City Hall West building marks this area of the Colony as a civic node.



Rich landscaping along corridors contribute to visual appeal of The Anaheim Resort and enhance the area's image.



This monument in Washington Park provides a distinctive visual symbol and reinforces a strong sense of place.



GOALS AND POLICIES

COMMUNITY DESIGN SCOPE AND STRUCTURE

The organizing principle of this Element is that community design exists at two levels, from the scale of the entire community to that of individual design districts. The goals and policies that follow will start at the “macro” level of the community and then proceed downward to specific districts. These policies, combined with the development standards of the Zoning Code and design guidelines for specific areas in the City, form a basis for individual project review. In this way, the design policies are tailored to the appropriate scale or area, yet fit together to address all aspects of community design. The following structure offers a way of thinking about design features applicable to these distinct levels and provides the basis for the goals and policies that follow. The list is not exhaustive, but illustrates design features that occur at various levels simultaneously.

City Level Design Features

- Community design identity
- Enhanced arterial corridors
- Single-family neighborhood design quality
- Multiple-family development
- Mid-block corridor residential areas
- Retail activity centers
- Neighborhood retail centers
- Mixed-use development
- Industrial areas
- Signage
- Architectural diversity and context
- Public art

District Level Design Features

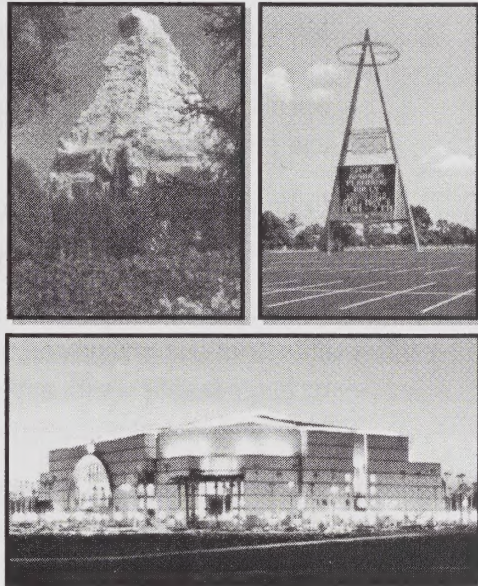
- Downtown revitalization
- Historic preservation in residential areas of the Colony
- Platinum Triangle development
- North Euclid Street
- West Anaheim
- East Anaheim
- North Central Industrial Area
- The Canyon
- The Hill and Canyon Area

CITY LEVEL DESIGN FEATURES

Community Design Identity

In a city as large and diverse as Anaheim, it is challenging to reinforce a consistent community design theme. The City is approximately 50 square miles in size and borders eight cities. Its topography varies from the hills and canyons of the northeast to the flat areas towards the west. Its neighborhoods range from period architecture of the early 1900's to suburban tracts typical of development in the 1950's through the 1990's. Its commercial areas range from specialty retail areas to strip commercial development along its many corridors. It contains world-famous landmarks such as Disneyland, and facilities of national, State and regional interest such as Angel Stadium of Anaheim, the Arrowhead Pond of Anaheim and the Anaheim Convention Center.

Unifying this City of diverse elements is both a challenge and an opportunity. The City continues to make strong efforts to reinforce its identity. Major stretches of arterial corridors have undergone extensive landscape improvements, and redevelopment efforts have facilitated new development, streetscape improvements and public art in many areas of the City. Nevertheless, there are still many areas that are indistinguishable from that of neighboring cities. This element identifies areas that can reinforce the image of Anaheim.



Landmarks such as the Angel Stadium of Anaheim, Disneyland's Matterhorn, and the Arrowhead Pond of Anaheim are visible from major freeways and symbolize Anaheim to millions of visitors and residents alike.

GOAL 1.1:

Create an aesthetically pleasing and unified community appearance within the context of distinct districts and neighborhoods.

Policies:

- 1) Continue to designate and provide monumentation for important primary and secondary entry points into the City, especially along major corridors.
- 2) Ensure that the design of all public facilities fit well into their surroundings and incorporate symbolic references to the City of Anaheim, including its past and/or present, as appropriate.



- 3) Incorporate the City seal in appropriate public spaces and public facilities.
- 4) Pursue unifying streetscape elements for major corridors, including coordinated streetlights, landscaping, public signage and street furniture, to reinforce Anaheim's community image.
- 5) Identify and preserve/enhance view corridors for major landmarks, community facilities, and natural open space in the planning and design of all public and private projects.
- 6) Continue to identify opportunities to incorporate public art in conjunction with redevelopment and capital improvements projects.
- 7) Screen public and private facilities and above-ground infrastructure support structures and equipment, such as electrical substations, and water wells and recharge facilities, with appropriately scaled landscaping or other methods of screening.
- 8) Construct public and private facilities and support structures (e.g., water pipes, irrigation and electrical controls, vents) to blend with the surrounding environment.
- 9) Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes, but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).



The large, raised gazebo in Washington Park enhances the historic image of Downtown.

Enhanced Arterial Corridors

Residents and visitors alike often experience Anaheim by traveling along its many arterial corridors. These corridors vary in character from designated scenic highways to more regional-serving arterial roadways. The City has completed many landscape projects and/or improved major sections along its corridors, but major gaps need to be addressed and other opportunities need to be identified and pursued.

From a community design perspective, arterial streetscape improvement plans provide visual continuity and interest to the motorist and pedestrian. Such plans can reinforce City design themes as well as soften views of adjoining development.

GOAL 2.1:

Attractively landscape and maintain Anaheim's major arterial corridors and prepare/ implement distinctive streetscape improvement plans.

Policies:

- 1) Incorporate Citywide design features as well as specialized theme elements, such as street furniture, public signs, landscape palettes, and banners in appropriate areas, and as a part of streetscape improvement plans.
- 2) Use landscaping and facade articulation to break up long stretches of walls associated with residential development along major corridors.
- 3) Continue to underground overhead utility lines along the City's arterial corridors.
- 4) Ensure adherence to sign regulations, which address issues of scale, type, design, materials, placement, compatibility, and maintenance for uses along freeways, toll roads and major arterial corridors.
- 5) Require replacement of non-conforming signs wherever possible and appropriate, through such mechanisms as sign amortization programs.
- 6) Develop a coordinated program and design hierarchy for public signs along major arterials.



Landscaped medians and parkways give arterial corridors a stronger identity and provide visual continuity.



Single-Family Neighborhood Quality

With the notable exception of the Colony area, the majority of the City's single-family neighborhoods were built after 1950. Most, with the exception of portions of the Hill and Canyon Area, were not built as planned communities. Consequently, the streetscapes contain a diversity of housing styles, although of similar scale and massing. Since these areas are built-out, the architectural impact of these design policies will be seen over time as older homes are remodeled or replaced by new development. The design goal is to ensure that redesigned or new homes contribute to the quality of the neighborhood environment.

Many of the neighborhoods have aged gracefully while others are in need of improvement, including the replanting of street trees and provision of parkways, and improved property maintenance. Where there is no predominant design theme and no need to consider one, the best action is to preserve the existing scale of the neighborhood, provide ample street trees and parkways, design neighborhood entryways, where appropriate, and provide property owners with incentives to keep their properties well-maintained.

GOAL 3.1:

.....
Single-family neighborhoods are attractive, safe and comfortable.
.....

Policies:

- 1) Continue to maintain and improve the visual image and quality of life of single-family neighborhoods.
- 2) Strengthen the important elements of residential streets that unify and enhance the character of the neighborhood, including parkways, mature street trees, compatible setbacks, and a unified range of architectural detailing.
- 3) Require new and infill development to be of compatible scale, materials, and massing as existing development.



The value of parkway trees and a landscaped buffer between private residences and the sidewalk is shown by these contrasting photos looking east and west on Broadway.

- 4) Improve the pedestrian and social atmosphere of the street by orienting new homes towards the street with attractive front porches, highly visible street facades, and compatible setbacks.
- 5) Enhance and encourage neighborhood or street identity with theme landscaping or trees, entry statements, and enhanced school or community facility identification.
- 6) Maintain, improve and/or develop parkways with canopy street trees, providing shade, beauty and a unifying identity to residential streets.
- 7) Encourage well-designed, front yards to provide an effective visual transition from the street to the homes.
- 8) Where feasible, encourage the actual or visual narrowing of streets through measures such as widened parkways, canopy trees, and sidewalk bulbs at the intersections.
- 9) Site garages back from the street and minimize street frontage devoted to driveways and vehicular access.
- 10) If desired by the community, provide continuous sidewalks and links to nearby community facilities, retail centers and transit stops for safety and convenience.
- 11) Encourage a variety of architectural styles, massing, floor plans, facade treatment and elevations to create visual interest.



This neighborhood entryway at the intersection of Romneya and Euclid Street demonstrates that neighborhood identity can be improved with enhanced entry treatments – landscaped medians, distinct crosswalks and wide sidewalks.



Landscaped parkways with mature street trees add beauty to residential streets, provide a safer environment for residents, and are a strong, unifying visual element.



Continuous sidewalks buffered from traffic are an important amenity.



- 12) Reduce the impact of monotonous walls, located at the periphery of residential neighborhoods along arterial corridors, through landscaping, varied surface treatment, and use of vertical and/or horizontal design elements.

Multiple-Family Development

Multiple-family housing is an important and challenging concern to the City both in terms of supply and design. Approximately one-half of the housing units within the City are multiple-family in nature, the vast majority of which are located along major arterial corridors in West, Central and East Anaheim. As such, they are visually prominent and have a strong effect on perceptions of community design. The challenge is to accommodate higher density housing that retains a neighborhood feel and contributes to the character of the street environment and provides a quality residential environment that is safe and attractive.

GOAL 4.1:

.....
Multiple-family housing is attractively designed and scaled to complement the neighborhood and provides visual interest through varied architectural detailing.
.....

Policies:

- 1) Reduce the visual impact of large-scale, multiple-family buildings by requiring articulated entry features, such as attractive porches, and detailed facade treatments, which create visual interest and give each unit more personalized design.
- 2) Discourage visually monotonous, multiple-family residences by incorporating different architectural styles, a variety of rooflines, wall articulation, balconies, window treatments, and varied colors and building materials on all elevations.
- 3) Require appropriate setbacks and height limits to provide privacy where multiple-family housing is developed adjacent to single-family housing.
- 4) Reduce the visual impact of parking areas by utilizing interior courtyard garages, parking structures, subterranean lots, or tuck-under, alley-loaded designs.
- 5) Require minimum lot size criteria in the Zoning Code to encourage professional, responsible, on-site property management.
- 6) Provide usable common open space amenities. Common open space should be centrally located and contain amenities such as seating, shade and play

equipment. Private open space may include courtyards, balconies, patios, terraces and enclosed play areas.

- 7) Where a multiple-story apartment building abuts single-story development, provide for a gradual transition in height by reducing the height of the building adjacent to the smaller scale use.
- 8) Provide convenient pedestrian access from multiple-family development to nearby commercial centers, schools, and transit stops.
- 9) Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.



Quality multi-family development includes semi-private open space enhanced landscaping as well as convenient access to public space and nearby commercial centers.



Rich detailing of facades, varying rooflines and prominent entry features lend multi-family development a more domestic scale and enhance the identity of major streets.



Mid-Block Corridor Residential Development

An important feature of the Land Use Element is the identification of areas for the introduction of mid-block residential development along arterial corridors. Since they are located along major corridors that oftentimes frame neighborhoods, these residential areas are intended to provide an alternative to strip commercial development and expand the City's housing stock and variety. Since they are located along busy arterials, mid-block developments will be set back far enough for safety and livability purposes, but close enough to visually improve the corridor.

The design goal is to encourage mid-block development that incorporates richly detailed architecture and contributes to an attractive and pedestrian-friendly street environment. This can be accomplished through design guidelines that encourage residential developments with a neighborhood scale and appearance, orientation towards the street, recessed or alley loaded parking and landscaped parkways. Provision of open space within each development will contribute to an attractive streetscape. These policies allow design flexibility while outlining design features which create a visually consistent environment.

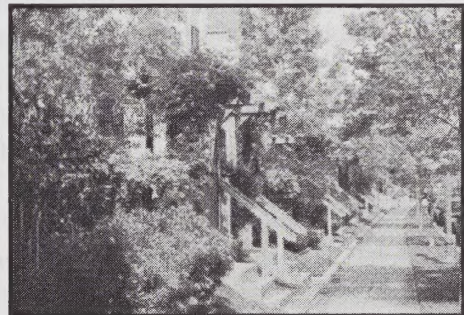
GOAL 5.1:

.....
Mid-block residential developments convey a neighborhood atmosphere, high level of design quality, and strong street-facing orientation.
.....

Policies:

- 1) Design facades of residences facing arterial corridors to include richly articulated surfaces, walls, and roofline treatments.
- 2) Encourage mid-block residential streetscapes that feature well-landscaped parkways and rhythmic variations of residential facades, styles and color with a minimum of driveways and/or curb cuts provided (access primarily provided from the rear of residences).
- 3) Incorporate elevated front porches in dwelling units along major arterial corridors to provide privacy, security, and visual interest.
- 4) In addition to porches, require that each dwelling unit have a reasonable amount of usable private open space (e.g., elevated decks, terraces and rear yards).
- 5) Where front yard fencing is desirable, require that it be low-scale and open-view style, incorporating varied architectural elements consistent with the residential facades.

- 6) Where alley loading is not feasible, minimize curb cuts by incorporating shared driveways and locating parking behind residences.
- 7) Place parkway street trees at regular intervals to buffer residential uses and create a unifying visual element along the arterial corridor.
- 8) Require a minimum landscaped setback between the sidewalk and the front yard fence to provide more privacy for residents and allow for an additional row of trees and landscaping.
- 9) Encourage decorative, colored pavement, stamped concrete, brick or composite material for shared driveways and alleys to reinforce the residential character of the neighborhood.
- 10) Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.



The design goal is to encourage mid-block development that incorporates richly detailed architecture and contributes to a pedestrian-friendly street environment. This can be accomplished through guidelines that encourage domestic scale and appearance, orientation to the street, recessed parking and landscaped parkways.



Retail Activity Centers

Aging commercial areas represent a challenge and an opportunity. Well-designed and strategically located retail activity centers that incorporate distinctive architecture, clear access and ample pedestrian amenities, not only enhance community image, but also provide a more solid economic base for the City. Retail activity centers also help to define the street corridor, provide a variety of shopping opportunities, and offer gathering places in an attractive setting. As it works to facilitate new retail development at strategic locations (i.e., major intersections), the City can help fulfill both aesthetic and economic goals.

To improve the overall design and functionality of retail centers, such uses should be developed on adequately sized sites that are large enough to provide pedestrian amenities, carefully screened parking areas, and well-planned pedestrian and vehicular access. Design guidelines can help assure that the center fits together visually and contains the quality elements that will attract visitors and improve its vitality.

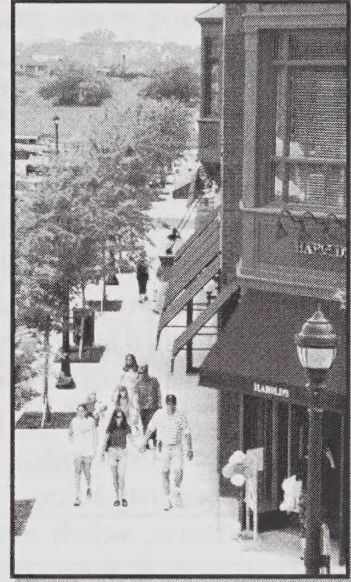
GOAL 6.1:

.....
Focus activity centers at the intersections of selected major corridors to provide a convenient and attractive concentration of retail and office uses.
.....

Policies:

- 1) Locate buildings and building frontages close to the street and street corners with parking behind or to the side of the buildings. Where this is not possible or practical, ensure that street-facing parking is shielded through landscaping or berming.
- 2) Design highly visible entrances to retail activity centers through accent landscaping and lighting, enhanced intersection features, facade detailing, monument signs, public art and other design amenities.
- 3) Encourage pedestrian-scale features such as canopies and/or awnings, customized signage, and strategically located secondary entrances.
- 4) Incorporate architectural interest and variety within the context of a unified design theme for large-scale retail activity centers. Architectural interest should be provided through varied rooflines, architectural detailing, accent lighting and massing. Consistency should be maintained through commonalities of architectural style, color, landscaping, signage, and lighting.
- 5) Richly detail and articulate facade designs thereby avoiding monotonous expanses of blank walls.

- 6) Link newly developed retail activity centers, where practical, to surrounding residential and/or office uses through clear and safe pedestrian and bicycle connections.
- 7) Provide walls when necessary for security and/or privacy. Pedestrian breaks should be provided where needed for access and walls should contain vertical and/or horizontal detailing to avoid a blank appearance. Walls should also be planted with clinging vines to address potential graffiti opportunities and have layered landscaping to soften the look and create a sense of depth.
- 8) Provide people-gathering places and amenities – such as mini-plazas, courtyards, benches, outdoor eating areas, specialized landscaping, accent lighting, public art, shade, trash receptacles, and water fountains.
- 9) Buffer parking areas from the street and adjoining uses through tree plantings and landscaped edges and bays (i.e., berms and/or hedges with layered, landscape). Landscaping on the perimeter and within parking lots should provide shade and pedestrian walkways should be strategically located and clearly marked for safe access to shopping and activity areas.



Siting buildings close to the street with visible entrances and pedestrian amenities invites use.



Landscaped bays reduce the visual impact of surface parking.

- 10) Where practical, encourage use of parking structures to minimize visual impacts of surface parking. Such structures should be sited away from the street, landscaped to soften large expanses of walls, and designed to blend and be consistent with the commercial buildings.
- 11) Encourage internal access between adjacent properties in order to minimize curb cuts along major thoroughfares.
- 12) Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.



Neighborhood Retail Centers

Neighborhood retail centers can be convenient and attractive amenities for nearby residents, a place to shop, dine and gather. Many times however, such developments provide little, if any, pedestrian connection to surrounding neighborhoods, are visually dominated by large parking lots, and have very little architectural enhancements or landscaped features. The primary focus of these centers is to serve a 4- to 5-block radius, including vehicular, bike and pedestrian access. These developments, should, however, include some of the same design principles as retail activity centers, but at a smaller scale. These principles include street-facing orientation, buffered parking, pedestrian amenities and distinctive signage and attractive landscaping.



Landscaping enhances the pedestrian environment and minimizes the visual impacts of parking.

GOAL 7.1:

.....
Neighborhood retail centers are thoughtfully designed to create attractive places that provide convenient access and ample pedestrian amenities to residents of surrounding neighborhoods.
.....

Policies:

- 1) Locate neighborhood retail center buildings close to the street and, if on an intersection, occupy as much of the corner as possible.
- 2) Create focal points by encouraging corner buildings that contain special design features such as towers, decorative detailing or varied roof designs.
- 3) Locate parking in a neighborhood center behind or beside the center's buildings rather than in front of them to reduce the visual impact of surface parking lots, where practical. Massive, oversized parking lots should be avoided.
- 4) To the extent practical, screen views of surface parking areas using shade trees, perimeter hedges, and other plantings. Landscaped planters and defined pedestrian pathways should be incorporated into the parking lot design.
- 5) Incorporate street-level pedestrian amenities such as awnings, large storefront windows, arcades, small sitting areas, and accent landscaping.

- 6) Encourage pedestrian access to and from adjoining uses by providing paths and breaks in walls or landscaped buffer areas.
- 7) Encourage a consistent sign program which effectively addresses scale, type and placement within the overall design theme of the retail center.
- 8) Ensure that the scale and massing of neighborhood retail centers are sensitive to the context of surrounding residential development.
- 9) Lighting should provide for safety and highlight features of the neighborhood retail center but not shine directly onto neighboring properties.
- 10) Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.

Mixed Use Development

Mixed-use development has a growing appeal for many cities and for good reasons. With the on-going need to provide housing to all segments of the community, mixed-use development can provide a desirable option for certain segments of the population such as retirees and households without children. Mixed-use areas can revive aging areas, generate sales and property tax revenue and provide a vibrant environment for residents.

The planning and design of mixed-use areas is a challenge. Such uses must be carefully integrated with surrounding development and/or future land uses, and there must be a proper balance between retail, office and residential uses. Residents must have private spaces and convenient parking, retailers need streets with a balance of vehicular and pedestrian activity.

GOAL 8.1

Anaheim's mixed-use areas are attractively designed, pedestrian-friendly, easily accessible, and contain a proper blend of commercial retail, office and residential uses.

Policies:

- 1) Encourage design flexibility in mixed-use development by allowing both a vertical and/or horizontal mix of uses.
- 2) In vertical mixed-use, site retail or office uses on the ground floor, with residential and/or office uses above.
- 3) Encourage architecture that divides individual buildings into a base, middle and top (i.e., second story and higher density residential uses could incorporate different window treatment, architectural detailing, colors, balconies, and bays). For two-story buildings, ground floor retail uses should be distinguished from second story facades, with both containing rich



- surface articulation. Rooflines should have a finished look with cornices, parapets or other finishing details.
- 4) Locate commercial/retail uses near the sidewalk to provide high visibility from the street.
 - 5) Design development with the pedestrian in mind by including wide sidewalks, canopy street trees, sitting areas and clearly defined pedestrian routes.
 - 6) With large-scale mixed-use development, orient the tallest portions of the buildings towards the center of the site and ensure that the height of the buildings at the periphery are compatible with adjacent development.
 - 7) Minimize the visual impact of surface parking by providing either parking structures, rear- or side-street parking with effective landscape buffering.
 - 8) Segregate residential parking from commercial and office parking.
 - 9) Locate mixed-use development in areas of high visibility and accessibility, and along streets that balance vehicular and pedestrian traffic.
 - 10) Strategically locate potentially disruptive retail uses such as nightclubs or bars to avoid future conflicts with adjacent residential uses.
 - 11) Provide each residential use with its own private space (such as balconies, patios or terraces) and larger communal spaces such as lobbies, central gardens or courtyards.
 - 12) Where possible, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.



Ground floor retail, orientation to street, differentiated facade treatment for residential uses above, and street and structured parking give mixed-use centers vibrant and pedestrian-oriented urban spaces.



Industrial Areas

Anaheim has several key industrial areas, including The Canyon, the North Central Industrial Area, the area west of the Santa Ana (I-5) Freeway between La Palma Avenue and Magnolia Avenue, and portions of The Platinum Triangle. These areas are sited to minimize conflicts with potentially sensitive land uses. Industrial uses can be noisy, require outdoor storage, create fumes, and generate truck traffic. Despite these characteristics, the City can still strive to make industrial areas attractive and, at the same time, allow for the kinds of activities inherent to industrial uses. Design policies and guidelines should address the obvious issues of buffers, screening and parking; strengthening the overall image of industrial areas through entry monumentation, coordinated public signage and landscaping should also be addressed. The following policies will also assist in improving the appearance and future of these areas.

GOAL 9.1:

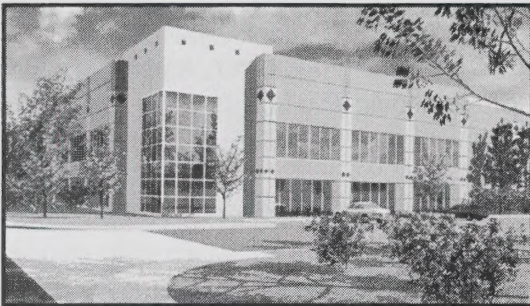
Anaheim's industrial areas and the buildings within them are strategically planned, visually distinctive and attractive, abundantly landscaped and appropriately signed.

Policies:

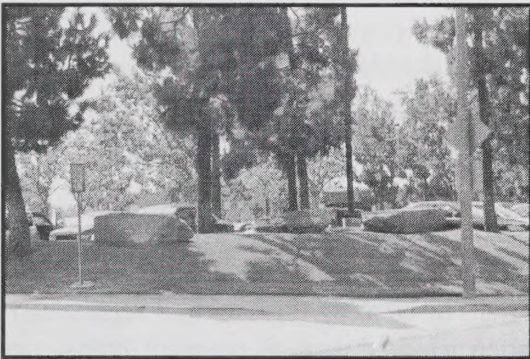
- 1) Strengthen the identity of key industrial areas through entry monumentation, signage, attractive landscape treatments, and a complementary range of building colors and types.
- 2) Encourage individual design identity and clearly visible main entrances for industrial buildings.
- 3) Avoid use of long, blank walls by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation and landscaping.
- 4) Thoroughly screen and enclose all outside storage areas through the use of perimeter walls and landscape treatments.
- 5) Use abundant landscaping to minimize views of surface parking, storage and service areas.
- 6) Where possible, encourage adjacent buildings to share open, landscaped and/or hardscaped areas for visual relief, access and outdoor employee gathering places.
- 7) Where practical, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.
- 8) Permit convenience retail uses, such as restaurants in proximity to industrial areas for the convenience of employees and clients.



- 9) Reduce the noise, traffic and visual impacts of service, delivery, parking and loading areas by locating them as far as practical from adjacent sensitive uses (e.g., residential and commercial areas), from the street, sidewalk or building entrances.
- 10) Encourage the application of these design policies to remodels of existing development and develop incentive programs for their successful implementation.



Vertical piers, windows, color variation and surface modulation lend an attractive identity to industrial parks.



Landscaped berms soften views of surface parking, storage and loading areas. Other landscaped, open areas can enhance gathering places used by workers.



Consistent landscape palettes and a reasonable range of building and architectural types, in addition to consistently themed entry monumentation and signage, create attractive and visually distinct industrial areas.

Signage

The primary function of signs is to identify and advertise businesses, identify community facilities, and direct motorists and pedestrians. However, they also have a large impact on the visual quality of the streets and neighborhoods. A well-coordinated sign program can be a positive and distinctive amenity; on the other hand, poorly regulated signs can contribute to a visually chaotic and cluttered streetscape. The most desirable signs complement a building's style, are easily identifiable, and are visually attractive and interesting.

Improvement of signage along commercial corridors is a major design priority. In older areas, where the signage has evolved over time, the quality and type of signs vary significantly. Although the size and type of signs vary depending on the scale of the street and properties they serve, there are some important guidelines that contribute to an improved streetscape, while ensuring the signs continue to serve their intended purpose.

The following policies apply Citywide with the exception of areas of the City that already have guidelines (i.e., through specific plans).

GOAL 10.1:

Anaheim sign guidelines address distinctive, appropriately-scaled and/or coordinated signs throughout commercial, industrial and mixed-use areas.

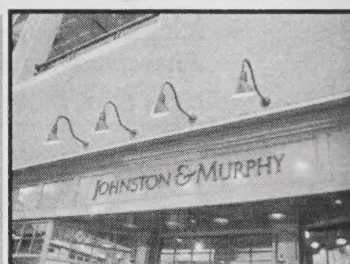
Policies for Arterial Corridors:

- 1) Use complementary, yet distinctive, sign styles within retail centers.
- 2) Where freestanding signs are necessary, they should be designed in a vertical format with consistent lettering, color and style, capturing the architectural theme of the commercial area of which they are a part.
- 3) Discourage and/or prohibit the use of pole signs, roof signs (except in Downtown Mixed Use Overlay Zone), temporary lettering of window signs, blinking or flashing signs and temporary signs.
- 4) Encourage high-quality signage, including wall signs, raised letter signs, projecting, double-faced signs, and customized logos.
- 5) Encourage signs that complement the architecture of the building without dominating it.
- 6) Along major arterial corridors, use signs that are large enough to be seen from the thoroughfare. This necessitates signs of a scale larger than that of pedestrian-scaled signs.



Policies for Pedestrian-Oriented Streets and Neighborhood Centers:

- 7) Along pedestrian-oriented streets and in neighborhood centers, use signs that are simple, direct and distinctive, and designed at a scale easily read by the people walking.
- 8) Integrate signs into the building's architecture. Along smaller multi-story buildings, the ideal placement for signs is along the horizontal band between the ground-floor retail and the upper stories. On high-rise structures, signs can be placed directly below the roofline.
- 9) Along a continuous facade of storefronts, locate wall signs at approximately the same height to provide a unifying, horizontal design element.
- 10) Encourage pedestrian-oriented signs such as awnings, wall signs, raised letter signs, and projecting blade-signs.
- 11) Although sign designs should be consistent in terms of scale and type within a particular retail center or commercial street, encourage design variation and distinctiveness to provide visual interest and avoid monotony.



Attractive signs are distinctive and interesting, complementing the site and building where they are located. These projecting, double-faced signs, monument signs and raised-letter wall signs, are appropriately scaled to their context.



Consolidating signs works well with limited numbers and proper scale.



Temporary window signs look cluttered and unattractive.

Sign clutter is created by too many contrasting styles and colors in too small an area.

Architectural Diversity and Context

The tremendous diversity of Anaheim is also reflected in its architectural heritage. No one architectural style dominates, and different areas of the City have developed at different times and with different building styles. Consequently, prescriptive guidelines about style would be inappropriate and stifle architectural creativity. Nevertheless, basic architectural guidelines can be written which allow design creativity while ensuring quality. In both commercial and residential areas, the goal is to achieve high quality and creative projects within the context of general design principles.

GOAL 11.1:

Architecture in Anaheim has diversity and creativity of design and is consistent with the immediate surroundings.

Policies:

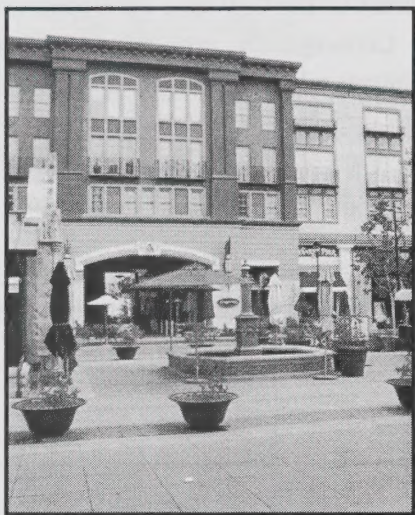
- 1) In areas of diverse character, encourage project design that represents architectural elements of the neighborhood or surrounding commercial areas.
- 2) Encourage architectural designs that are visually stimulating and varied, yet tasteful, containing rich contrasts and distinctive architectural elements.
- 3) Ensure that the scale, materials, style and massing of new development is consistent with its surroundings and any larger vision for an area.
- 4) Add visual richness to residential streets by discouraging the same building elevations on adjacent lots and avoiding repetitious elements and colors.



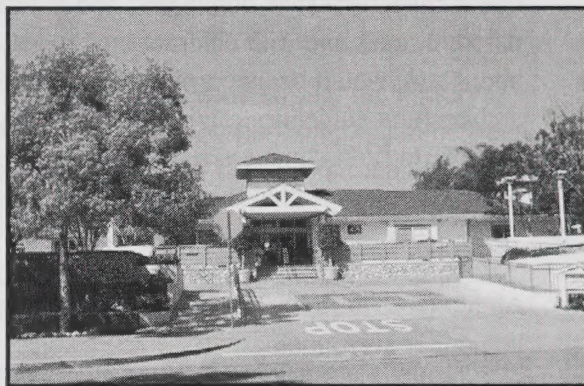
New construction should be creative, yet respond to its context. Ground-floor uses are inviting to the pedestrian. Upper floors are distinctive and well detailed.



- 5) Encourage energy and environmental efficiency – such as “Green Development Standards” (see Green Element) – in the design and approval of new projects.



Detailed facade treatment – differing window styles, bays, and piers – reduces the scale of large, commercial buildings.



Center Street Apartments fit well into their context. The raised, gabled entrance, flanked with river rock, is representative of the front porches of the Craftsman Bungalow style common in the region.

Public Art

The purpose of public art is to add interest, variety, and beauty to the City's public places. Well-designed public art creates a connection between the public and the culture of the community by designing places that incorporate symbols that serve to entertain and enrich urban areas.

Anaheim's "Art in Public Places" program includes works that symbolize the City's agricultural past and rich heritage as well as pieces that serve to entertain and add comfort. The City's challenge will be to expand this successful program to include more areas of the City and to attract artists that represent the City's tremendous diversity.

GOAL 12.1:

Opportunities to expand the Art in Public Places program to include all areas of the City will be explored, thereby enriching public places and strengthening the City's identity.

Policies:

- 1) Continue and expand the Arts in Public Places program by selecting suitable sites throughout the City that would benefit from the inclusion of public art.

COMMUNITY DESIGN ELEMENT

- 2) Encourage the incorporation of public art into large-scale private development.
- 3) Design public art with a diverse population in mind, from small children to senior citizens to workers, families and visitors.



Public art entertains, informs and serves. “Hammer Clock” (left) adds a twist to the traditional Main Street clock. The hammer symbolizes the work ethic of early blacksmiths in the original Colony, while the teetering pocket watch reminds us of the urgency of time. “Orange Crates” (above) incorporates packing crates – an enduring symbol of the City’s agricultural past – into a functional seating element, well liked by kids.



Murals reflect historic character and traditions of Anaheim and add civic beauty at a reasonable cost.



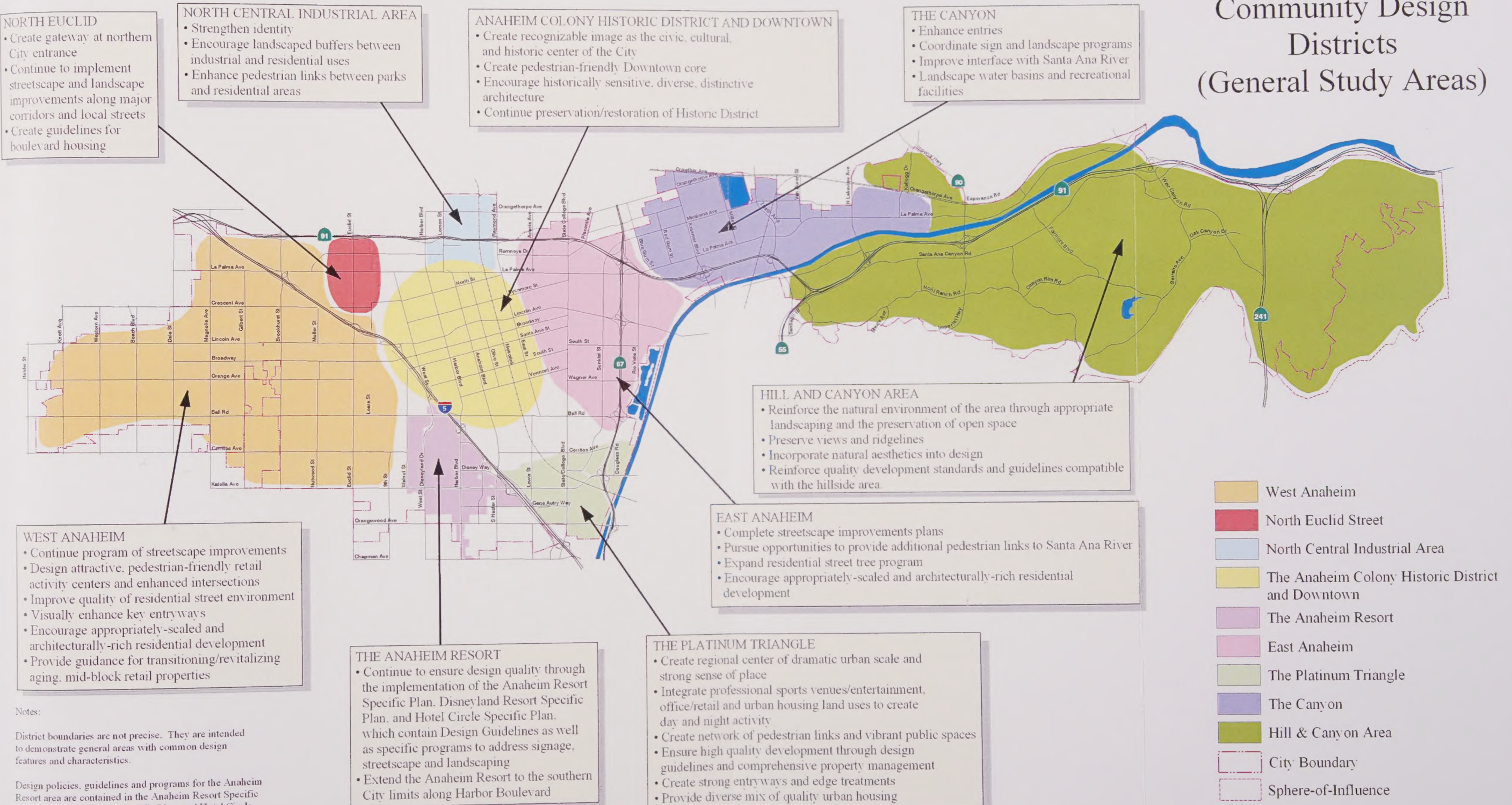
Banners provide a fairly inexpensive and highly visible decorative element in urban places. In this piece, banners adorn the Downtown Community Center.



DISTRICT-LEVEL DESIGN FEATURES

Given the unique character of Anaheim, it is appropriate to divide the City into design districts in order to understand the design conditions of each area. Although some policies can be implemented Citywide, others are best targeted to specific areas. Figure CD-1, *Community Design Districts*, shows the City's major design districts. A brief description of the design features within each district is provided below.

Community Design Districts (General Study Areas)



City of Anaheim

General Plan Program

Figure CD-1 Page CD-29

Downtown Revitalization

Anaheim's Downtown, located within the original Colony boundaries, has witnessed many changes over time. From a small, thriving commercial area in the early 1900s, it has grown to accommodate a growing population. Through the redevelopment process that began in the 1970s, many of the historic commercial and residential buildings were replaced with newer development. The result of these changes is an area of mixed character, both in terms of architectural styles and age of prominent buildings. Both the City and area residents want to create a more vibrant, pedestrian-friendly downtown that reflects elements of its historic past and provide design guidance to ensure that new development is compatible with the area's vision.

Guiding new development that enhances the historic character of the area and creates a vibrant downtown without resorting to artificial imitations of the past is a challenge. The architectural heritage of the commercial core is eclectic: it included Classical Revival, Italianate, Spanish Colonial, Mission Revival, Art Deco, among others. Guidelines that respect this heritage and offer an appropriate menu of choices for designers are appropriate. Modern designs that make historic allusions without directly copying them, and reflect a scale and massing conducive to pedestrians and civic uses are desirable.

GOAL 13.1:

Anaheim has a vibrant, distinctive and pedestrian-friendly Downtown that respects its historic context and provides civic, shopping, employment, and entertainment opportunities for residents and visitors.

Policies:

- 1) Use the Anaheim Colony Vision, Principles and Design Guidelines to ensure that new development reflects the diverse architectural heritage, and that the detailing and scale of the area is maintained and/or enhanced.
- 2) Incorporate historic themes and community symbols into the design of the Downtown area to distinguish it as Anaheim's historic/civic core.



This photo illustrates that corner architecture can provide community identity and defines the street edge. Wide sidewalks allow for window shopping, pedestrian passage, seating areas and a landscape zone. Architectural detailing of contemporary buildings can contain historical references that convey a sense of place without recreating the past. Bulb-out parkways at corners add public space and narrow the street at crosswalks.



- 3) Provide generous pedestrian amenities such as wide sidewalks, ground-level retail uses, parkways, vintage streetlights, sitting areas, and street furniture as key features of Downtown Anaheim.
- 4) Establish a strong sense of architectural identity and visual continuity through similarities in scale, height, massing, facade organization, signage, material use, colors and roof shapes.
- 5) Encourage architectural detailing, which includes richly articulated surfaces and varied facade treatment, rather than plain or blank walls.
- 6) Locate commercial buildings close to the public right-of-way to better define the urban space and create pedestrian interest. Consistent street frontages of buildings are encouraged, but can be relieved with occasional courtyards, patios and setbacks.
- 7) Develop a sign program for important streets that complements the architecture of individual buildings and also provides a unifying element along the streetscape.
- 8) Encourage the following types of signs: indirectly lit signs, raised letter signs, wall signs, awnings, and double-faced, projecting signs along pedestrian streets.
- 9) Discourage the use of the following types of signs: internally illuminated, plastic, flashing signs, billboards, generic trademark signs, and any sign temporarily affixed to ground-floor windows. Roof signs are generally discouraged, although exceptions can be made for historically appropriate designs through established zoning provisions.
- 10) Where feasible, incorporate either angled or parallel parking on local commercial streets in the Downtown area to provide convenient access to retail uses.



Anaheim's Downtown Community Center is an example of a modern building whose scale and detailing contribute to the character of the Downtown.



This photo illustrates examples of the design principles that should be utilized for commercial areas of the Colony. Buildings greet the sidewalk and define urban space. Ground-floor retail provides variety and window-shopping opportunities. Horizontal sign bands and awnings complement the architecture. Architectural detailing and roof cornices give definition to the buildings. Distinctive, pedestrian-scale streetlights are strong unifying elements.

- 11) Minimize the visual impact of surface parking lots by locating them behind buildings, away from the street, if possible, or through perimeter and interior landscaping and small-scale fencing.



New construction within the Downtown should feature articulated surfaces, distinctive upper facades and rooflines, and pedestrian-friendly ground floor detailing. Without directly imitating the past, new development should draw its inspiration from the eclectic design traditions of the historic Colony.

- 12) Encourage use of parking structures in lieu of surface parking lots. When provided along a pedestrian-oriented street, the structure should be designed to provide ground-level retail and/or office space. On streets where cars must occupy the ground level, a landscaped setback should be used to minimize and soften the visual impact of the structure.

- 13) Design public plazas and spaces that are both comfortable and convenient. They should be well-defined by surrounding buildings, located near the street for visual contact and convenience, contain abundant seating opportunities, and incorporate amenities such as distinctive focal points, public art, ample shade, and eating and entertainment possibilities.



- 14) Mark the transition from residential areas of the Colony to the Downtown core with special edge treatment, gateway monumentation and distinctive signage.

The Downtown should be rich in public spaces and gathering places. Fountains can serve double-duty – they can entertain and provide comfort.



Historic Preservation in Residential Areas of the Colony

Community design also includes preserving the past. Anaheim is the oldest established community in Orange County and it is working to preserve its heritage. It was established in 1857 as a 1.8 mile-square German farming colony bordered by what is today North, South, East and West Streets. The early settlers constructed walls and fences made from willow poles to mark the boundaries of their settlement and to keep out herds of wild cattle. Some of these fence poles took root and became gates into the colony. The North Gate is commemorated today at 775 North Anaheim Boulevard and has been designated as a California State Landmark. The Green Element proposes to restore much of this original landscaping edge of the historic Colony.

A strong grassroots effort by local citizens, in partnership with the City, resulted in the establishment of the Anaheim Colony Historic District in 1997. In 1999, the Anaheim Colony Historic District Preservation Plan was approved. The Plan provides voluntary design guidelines and assistance to property owners to maintain and enhance the historic qualities of their homes.

The original Colony survives today as the Anaheim Colony Historic District and contains an excellent concentration of period revival architecture and early residential street patterns and scale. The Colony contains 1,100 contributing structures including a predominance of Craftsman Bungalows as well as Spanish Colonial, Mission, Tudor, Prairie and Colonial Revival styles, among others. The vast majority of the homes were built between 1910 and 1935.

The City of Anaheim, through the Neighborhood Preservation Office, provides financial and technical assistance to owners of qualified historic homes. Owners of structures on the list of Qualified Historic Structures may be eligible for Community Development Block Grants (assuming income eligibility) and/or Mills Act benefits wherein property owners enter voluntary 10-year contracts to restore and maintain properties in return for property tax rebates. The State Historic Building Code allows regulatory flexibility for improvements to historic properties as long as safety and energy concerns are adequately addressed. Historic structures outside of the Colony may be eligible for home improvement loans. Historic Housing Preservation Rebates are also available for preserving historic structures



This small Craftsman bungalow is one of the 1,100 qualified historic homes in the Anaheim Colony Historic District.

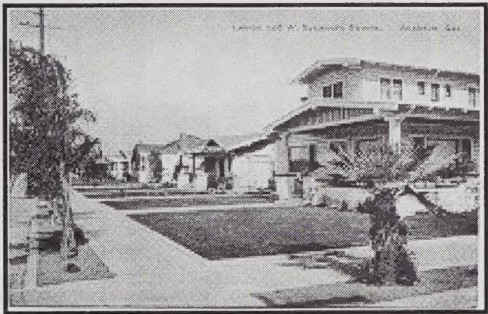
Structures and districts listed on the National Register of Historic Places include the Anaheim Museum (1908), Thee White House Restaurant (1909), the Kraemer Building (1923), the Kroeger-Melrose District (40 structures), and the Melrose-Backs District (6

structures). Twelve structures are also eligible for individual listing on the National Register.

Both the City and local preservation groups encourage owners of historic homes to restore them, thereby contributing to a very special place within Anaheim. In preserving an entire district, the City strengthens its identity by creating a memorable district that is a living link to the past.



The Anaheim Colony Historic District boundary is the same as the City boundary at incorporation, in 1887.



Historic postcards of The Anaheim Colony Historic District illustrate the Craftsman and bungalow architecture and residential streetscapes created by consistent setbacks and landscaped parkways.



The Colony's architectural heritage is rich and varied. This Mission Style building is complemented by many other styles in the area – Craftsman Bungalow, Spanish Colonial, Tudor, Art Deco, Victorian and others.



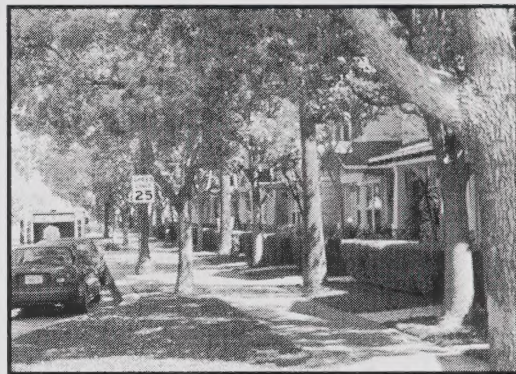
GOAL 14.1:

The Anaheim Colony Historic District and residential neighborhoods are a living example of the architectural heritage and community pride of the City.

Policies:

(See both the Anaheim Colony Historic Preservation Plan and the Anaheim Colony Vision, Principles and Design Guidelines for complete Design Guidelines.)

- 1) The Anaheim Colony Design Guidelines should be the basis for design review of renovations, remodeling, and new construction within residential neighborhoods in the Anaheim Colony Historic District.
- 2) Continue to preserve and/or restore the Colony's historic structures and streetscapes to reflect the diverse architectural styles, historic features, character, scale and materials of the original house and community.
- 3) Restore and/or incorporate original streetscape patterns including consistent setbacks, parkways, alleys and landscape themes as part of the Colony's continuing preservation efforts.
- 4) Continue to support the use of the Mills Act Program for owners of eligible historic properties.
- 5) Pursue the rezoning of select residential areas within the Anaheim Colony Historic District as a disincentive for demolition of historic homes and to preclude more intense development.
- 6) Incorporate edges and boundary treatments into the design guidelines



The Anaheim Colony Historic District Design Guidelines emphasize streetscape patterns, landscape themes, architecture, pedestrian-oriented enhancements, and other features that reflect the Colony's rich historic heritage.



The Colony Design Guidelines emphasize safe, pedestrian-friendly residential development and streetscapes. In this photo, the setback from curb to front porch is generous enough to allow a double row of trees. Homes with "eyes on the street" and generous parkways with mature street trees provide a safe pedestrian atmosphere and add an attractive, unifying visual element.

of the Anaheim Colony Historic District, including exploring the feasibility of restoring parts of the original colony gates in selected areas as a visual reminder of the City's origins.

- 7) Designate select residential areas adjacent to the Anaheim Colony Historic District, which contains historic structures as zones of influence subject to the Design Guidelines of the Anaheim Colony.

Platinum Triangle Development

The Platinum Triangle represents an opportunity for the City to create a mixed-use regional center unique to Orange County. Located at the confluence of the I-5 and SR-57 Freeways, traversed by a commuter railroad line, and containing Angel Stadium of Anaheim and the Arrowhead Pond of Anaheim, the area has tremendous visibility and a great deal of underutilized land.

The new vision for The Platinum Triangle contains a dynamic mix of uses and upscale, high-density urban housing - integrated by a carefully planned network of pedestrian walkways, streetscape improvements and recreational spaces - that will create an urban environment of a scale never before seen in Orange County. The combined attraction of shopping, entertainment, office, hotel, residential and recreational uses will transform The Platinum Triangle into the new downtown of Orange County, helping the City realize economic benefits and providing residents, workers and visitors with one of the most vibrant and exciting urban places in the region. The emphasis is on quality design, ensured through carefully crafted design guidelines.

GOAL 15.1:

The Platinum Triangle will become a dynamic, mixed-use center of regional interest, providing retail, office, residential, employment, and entertainment opportunities.

Policies:

- 1) Develop comprehensive, Mixed-Use Overlay Zone and Design Guidelines to implement the vision for The Platinum Triangle.
- 2) Provide a mix of quality, high-density urban housing that is integrated into the area through carefully maintained pedestrian streets, transit connections, and arterial access.
- 3) Develop a Public Realm Landscape and Identity Program to enhance the visibility and sense of arrival into The Platinum Triangle through peripheral view corridors, gateways, and specialized landscaping.
- 4) Develop a strong pedestrian orientation throughout the area, including wide sidewalks, pedestrian paths, gathering places, ground-floor retail, and street-level landscaping.



- 5) Encourage extensive office development along the highly visible periphery of the area to provide a quality employment center.
- 6) Develop criteria for comprehensive property management agreements for multiple-family residential projects to ensure proper maintenance as the area develops.
- 7) Identify and pursue opportunities for open space areas that serve the recreational needs of Platinum Triangle residents and employees.



The Platinum Triangle will be a walkable, pedestrian-friendly area for shopping, office and residential uses.

North Euclid Street

The North Euclid Street area is an entry point into the City and includes the North Orange County Community College District's Anaheim Campus. With access to the Riverside (SR-91) and Santa Ana (I-5) Freeways, this highly visible area is intended to become an attractive gateway as well as an educational and commercial activity center.

GOAL 16.1:

Enhance the North Euclid Street corridor as a major City gateway and educational center.

Policies:

- 1) Create an attractive gateway into the City by exploring opportunities to visually enhance the intersection of La Palma Avenue and Euclid Street including the planting of additional street trees along both streets.
- 2) Enhance landscaping treatments at entries to residential neighborhoods as opportunities exist.



Landscaped entryways into residential neighborhoods add character and value to the neighborhood.

- 3) Encourage corridor residential and mixed-use developments pursuant to the Land Use Element and related policies in the Citywide Level Design Features section of this Element.

West Anaheim

The predominant land use in West Anaheim is single-family residential neighborhoods, most dating to the 1960s. Strengths of the area include a strong sense of community, established neighborhoods, and pride of ownership. Areas of concern include deteriorating strip centers, aging large residential lots, unique architectural styles in tracts, protection of family-friendly neighborhoods, inconsistent signage and a shortage of recreational facilities.

GOAL 17.1:

Improve West Anaheim's residential neighborhoods and strategically locate quality retail development

Policies:

- 1) Explore opportunities to incorporate West Anaheim entry monumentation at secondary intersection locations.
- 2) Enhance the image of West Anaheim by continuing to implement streetscape and landscape improvements on major corridors and local streets.
- 3) Consolidate retail development in prime locations and replace declining mid-block commercial uses with well-designed residential uses that complement existing single-family neighborhoods per the Land Use Element.
- 4) Actively work with property owners, developers and nearby businesses and residents to facilitate the revitalization of West Anaheim's arterial corridors.
- 5) Revitalize neighborhoods targeted through the Neighborhood Improvement Program.
- 6) Underground utility lines where feasible along arterial highways.

East Anaheim

This predominantly single-family residential area is experiencing challenges associated with aging housing and strip retail development. Located between the Santa Ana River on the east, the Riverside (SR-91) Freeway to the north, the Downtown Core to the west and The Platinum Triangle to the south, East Anaheim will benefit from the strengthened identity that comes from arterial corridor improvements and neighborhood improvement programs.



GOAL 18.1:

Enhance the overall design quality of East Anaheim.

Policies:

- 1) Implement approved landscape and corridor improvement plans along State College Boulevard.
- 2) Explore opportunities to create enhanced, landscaped entries into East Anaheim from the Orange (SR-57) and the Riverside (SR-91) Freeways.
- 3) Pursue opportunities to improve and provide additional pedestrian links to the existing easement on the west bank of the Santa Ana River to improve access to open space and the Santa Ana River Regional Trail.
- 4) Revitalize neighborhoods targeted through the Neighborhood Improvement Program.
- 5) Where feasible, underground utility lines along major corridors.
- 6) Continue neighborhood street tree-planting efforts on residential streets throughout the area.

North Central Industrial Area

The North Central Industrial Area straddles the Riverside (SR-91) Freeway, between Lemon Street and Raymond Avenue on the north side of the freeway and between Harbor Boulevard and East Street on the south side of the freeway, and will benefit from targeted design enhancements and a transition of uses. As the area changes from heavy to light industrial and cleaner uses, efforts will be made to preserve its integrity and limit its impacts upon surrounding non-industrial uses.

GOAL 19.1:

Transition the North Central Industrial Area as a cleaner, more modern industrial center.

Policies:

- 1) Strengthen the visual identity of the area by designing entry monumentation, enhanced intersections and landscape improvements at key entry points as well as pursuing opportunities to remove the area's abandoned railroad tracks, along Commercial Street.
- 2) Coordinate with Caltrans to explore opportunities to improve landscaping along adjacent segments of the Riverside (SR-91) Freeway to both buffer undesirable views and provide enhanced entryways.
- 3) Strengthen buffers between existing residential and current/future industrial uses.

- 4) Improve pedestrian links between residential areas and adjacent parks (La Palma and Julianna).

The Canyon

This 2,450-acre business center borders the Riverside (SR-91) Freeway to the north, between the Orange (SR-57) Freeway and Imperial Highway, and is a major employment center. Its highly visible location and accessibility to both the Inland Empire and Los Angeles County give it an added advantage. An ongoing effort of the City has been to reinforce the Center's image as a high quality, attractive industrial center.

GOAL 20.1:

.....
Continue to strengthen The Canyon's image as one of the region's most desired economic centers.
.....

Policies:

- 1) Improve and project the image of the area through continuing the development of enhanced entryways at key intersections, improved landscaping along the Santa Ana River and groundwater recharge basins, and a coordinated sign program.
- 2) Provide ample landscaping throughout the area to encourage a professional atmosphere.
- 3) Encourage building products with individual identity, distinctive signage, and varied color and materials rather than long, monotonous blank walls.
- 4) Where practical, orient buildings to take advantage of the Santa Ana River as a scenic and recreational amenity.
- 5) Work with the Orange County Water District to expand upon the recreational and commercial of the groundwater water recharge basins located in the area.

Hill and Canyon Area

The topography of the Hill and Canyon Area requires special design attention. Residents in this area are proud of the natural, semi-rural setting and have consistently expressed the desire to preserve open space, specimen trees views and vistas. Applying design guidelines that respect the existing topography can enhance views to and from adjacent freeways, arterials and streets.



Scenic view in the Hill and Canyon Area.



GOAL 21.1:

Preserve the Hill and Canyon Area's sensitive hillside environment and the community's unique identity.

Policies:

- 1) Reinforce the natural environment of the area through appropriate landscaping and the preservation of open space.
- 2) Require compliance with the Scenic Corridor Overlay Zone to reinforce quality development standards and guidelines compatible with the hillside area.
- 3) Place entry monument signs at key locations into and out of the Hill and Canyon Area to strengthen its district identity.
- 4) Encourage the siting of housing development below the existing ridgelines to preserve unimpeded views of existing natural contours.
- 5) Use grading techniques that incorporate rounded slopes or curved contours to minimize disturbance to the site and to blend with the existing topography.
- 6) Where grading has occurred, revegetate primarily with drought-tolerant native species to control erosion and create a more environmentally sound condition.
- 7) Work with Caltrans to achieve enhanced landscaping within the Riverside (SR-91) Freeway right-of-way to enhance the image of the area as viewed from the freeway.



City of Anaheim
General Plan Update

Appendix A

Appendix A. The Anaheim Vision

A mosaic of diverse people and thriving mixed-use neighborhoods joined together by beautiful, accessible green spaces and well-lit, occupied walkways offering enhanced mobility for people and goods, safe places to work, learn and play, quality education opportunities, engaged and thriving places, world-class entertainment, recreation, sports, and cultural amenities available for all, and a variety of economic opportunities for all workers.

January 2024

City of Anaheim General Plan Update

Appendix A

THE ANAHEIM VISION

“Anaheim...

... a mosaic of diverse people and thriving unified neighborhoods joined together by beautiful, accessible open spaces and well-landscaped roadways offering enhanced mobility for people and goods; safe place to live, work and play; quality educational opportunities; engaging gathering places; world class entertainment; recreational, spiritual, and cultural amenities available for all; and, a variety of economic opportunities for its workforce.”

January 2002



ANAHEIM VISION 2025

The following Vision Statement describes the desired future for Anaheim in the year 2025. The statement is divided into several topical areas that will help shape the Anaheim General Plan and Zoning Code update. The General Plan will provide consistent policy guidance for the various City departments that will be responsible for helping to achieve the Vision.

Neighborhood Character/City Image:

Neighborhood Character is defined by many factors: what the neighborhood looks like, what it feels like, etc. But more importantly, it is an image in the minds of those who live and work there and in the perceptions of those who visit. City image is defined by the same factors. But rather than focusing on the individuality of each neighborhood, City image emphasizes a cohesive Citywide theme.

Anaheim is a mosaic comprised of a variety of unique neighborhoods with distinguishable character that, when viewed as a whole, create a strong, positive image. Neighborhoods in Anaheim are distinct from one another. All of Anaheim's residents are proud of their neighborhoods. Many have lived here for decades. In fact, many are second, third and even fourth generation natives. Communities are defined internally by the quality of their homes, the diversity of their residents, the beauty of their streetscapes, the availability of and access to, open space and recreation opportunities. Historic properties have been preserved through a combination of innovative development standards, design guidelines and economic incentives.

In turn, these communities are tied together by the common bonds of neighborhood pride and a powerful City image. Diverse as they may be, community stakeholders share enormous pride in the places where they live, work and play. This pride is reflected in high levels of community participation, the positive appearance of the natural and built environment, and residents' and business owners' desire to stay and thrive in Anaheim. When visitors come to Anaheim, they know when they arrive. Attractive and identifiable entryways; well-maintained and landscaped roadways; and beautiful, interconnected open spaces and parks, distinguish Anaheim as a unique city.

Superior Design Standards:

In terms of community character and the quality of development, much of what Anaheim has achieved was accomplished by the enhanced nature of the City's development standards. Quality standards and the use of innovative, flexible incentives have resulted in pedestrian friendly neighborhoods, well-maintained commercial centers and residential neighborhoods,



well-landscaped public and private spaces, and signage that enhances community character while meeting the advertising needs of local businesses.

Traffic/Circulation:

Few issues touch more daily lives than traffic. Traffic congestion inhibits economic growth and reduces the City's livability. The City has implemented creative yet proven strategies to enhance the circulation system to provide mobility for people and goods. Arterial streets are designed more efficiently and operated smarter, with application of computer and communications technologies. Mass transit plays a key role, with consideration of a broad range of modes. Traffic calming strategies enhance pedestrian safety and lower speeds on local streets, providing an added measure of neighborhood livability. Bicycle and pedestrian paths are conveniently located and linked to commercial, civic, educational and institutional uses.

Housing:

Anaheim provides an array of housing choices for its diverse population. Anaheim's mix of housing types, including rental and for-sale housing, appeals to all economic segments of the community. Well-designed residential neighborhoods are supported and balanced by an ample amount of open space, parks, and other amenities. Appropriately sited multiple-family housing is designed to high standards and supported by responsible on-site management and maintenance arrangements.

Economic Development & Redevelopment:

Tourism continues to be one of the driving forces behind Anaheim's economy. The City remains one of the premiere tourist destinations in North America. Anaheim's economic base continues to expand and diversify. The implementation of business friendly programs and comprehensive growth strategies, including incentives to locate in Anaheim, have attracted newly formed and established companies in concentrated areas. Anaheim is a premiere location in Orange County to establish a new business and expand current operations. In addition to being the hub of vibrant sports and entertainment venues, Anaheim has experienced substantial and dynamic growth, becoming the center of enterprise for thriving multinational corporations, Fortune 500 companies and local and regional businesses.

With the growth and diversification of the City's economic base, coupled with aggressive job training strategies for new economic partnerships, residents will have an opportunity to strengthen their job skills, thereby increasing their economic potential.

Efforts to provide retail opportunities in Anaheim have resulted in the successful development of retail centers, attracting not only local residents, but regional tax dollars as well. Thriving residential corridors and surrounding neighborhoods link and support a system of commercial nodes and activity centers, providing first-class shopping opportunities for all income levels and retail needs.



With the synergy of the surrounding historic residential neighborhood, the Civic Center, and a multitude of entertainment, cultural and dining opportunities, Downtown is an Orange County destination. Thriving residential communities within easy walking distance of Downtown have contributed to its revitalization.

Open Space & Conservation:

Preserving open space and other natural resources is important to the community. Through efforts to preserve hillside vistas, ridgelines, and specimen trees, natural features are protected and maintained as appropriate. The development of trails and paths throughout the City link residential neighborhoods to schools, parks and activity centers.

Parks/Recreation/Libraries/Culture:

The Anaheim community treasures its parks, libraries and community centers. The provision of these important amenities has kept pace with development and population growth, and, where feasible, is linked by walkways and bikeways that provide residents with convenient access to these important community features. Sports fields are located throughout the City, meeting the needs of the community's active population. Cultural amenities, including museums and fine art venues, have flourished.

Safety:

Residents and businesses alike enjoy neighborhoods, shopping areas and workplaces that are safe. Anaheim's professional, efficient safety personnel, innovative community design, community policing, and extensive public outreach and educational programs ensure Anaheim is known as a safe place to live, work and play.

Education:

Through extensive coordination between the City and its various school districts, Anaheim is well known for its high standards of academic achievement, and adequate facilities are available that provide a safe and healthy environment for children and school personnel. Providing opportunities for higher education and continued learning is also an established priority in Anaheim.

City Services/Boards and Commissions/Governmental Coordination:

Where the City directly provides services, staff maintains a close working relationship with residents and businesses, and maintains a high level of professionalism. Where private entities deliver services, the City works closely with service providers to ensure that the needs of its citizens and businesses are met. Residents feel "connected" to the City by understanding that they have the power and ideas necessary to affect actions to sustain a quality living environment. City staff promotes this feeling by facilitating partnerships amongst volunteer organizations, City boards and commissions, and community stakeholders in confronting quality of life issues.



CITY OF ANAHEIM

GENERAL PLAN

Appendix B.

Anaheim Bicycle Master Plan



February 2014

CITY OF ANAHEIM

BICYCLE MASTER PLAN



February 2004

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Approved	Requirement	Page(s)	Notes/Comments
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1.0 Introduction

The City of Anaheim recognizes that a safe and effective bikeway network enhances the quality of life for residents and visitors to the City. The City of Anaheim called for a comprehensive Bicycle Master Plan that will create the foundation for a bicycle friendly environment to serve commuter and recreational riders.

This Master Plan serves as a policy document to guide the development and maintenance of a bicycle network, support facilities and other programs for Anaheim over the next 20 years. These policies address important issues related to the City's bikeways, such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities as well as specific programs, implementation, maintenance and funding.

The success of the Plan will only be assured by continued support of City Staff, the bicycling community, and other residents who recognize the benefits of cycling in their community.

With a year 2000 population of 310,700 (U.S. Census), Anaheim is the second largest city in Orange County. It is also home to several tourist destinations, most notably The Anaheim Resort™, which includes the Anaheim Convention Center, Disneyland and Disney's California Adventure. Anaheim is a tourist destination for people from around the world. The Anaheim Resort™ has been developed primarily with the tourist in mind. Numerous destinations geared toward the tourist industry are located there. Anaheim is also home of the Angel Stadium of Anaheim and the Arrowhead Pond sporting and entertainment centers. The western portion of the City is older and well established with a developed grid network of arterial streets. The eastern portion of the City, Anaheim Hills, is relatively newer and is largely comprised of suburban subdivisions of single- and multi-family housing. Anaheim is also home to several industrial and commercial centers, including those located along Orangethorpe and La Palma Avenues.

Access to Anaheim consists of several freeways that traverse the City, including the Santa Ana (I-5), Riverside (SR-91), Orange (SR-57), and Costa Mesa (SR-55) Freeways. One toll road facility is also located within the City of Anaheim's limits, the Eastern Transportation Corridor (SR-241). There are several active railway corridors in Anaheim, and two abandoned corridors are located in the southwestern portion of the City. Amtrak and the Metrolink commuter rail service serve the City with service provided at the Anaheim, Anaheim Canyon, and Yorba Linda stations. Commuter service is available to Oceanside, San Bernardino/Riverside, and Los Angeles. Anaheim and its surrounding cities are also served by Orange County Transportation Authority (OCTA) bus service.

2.0 Goals and Objectives

2.1 Goals

Goals provide the context for the specific objectives and policy actions discussed in the Bicycle Master Plan. The goals provide the long-term vision and serve as the foundation of the plan. Goals are broad statements of purpose that do not provide specific descriptions. Objectives are more specific statements of purpose, and policy actions provide a bridge between general policies and actual implementation guidelines, which are provided in Chapters 7 and 8.

Goal 1: Promote Bicycle Transportation

Make bicycle travel an integral part of daily life in Anaheim, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Goal 2: Increase Bicycle Transportation

Make Anaheim a community that makes it easier to travel via alternative transportation by aiming for a 5 percent mode share of all utilitarian trips to be made by bicycling by the year 2020.

Goal 3: Improve the Local and Regional Bikeway Network

Identify an integrated system of bicycle lanes, routes and paths along with support facilities such as bicycle lockers and racks to serve local and regional commuting and recreational bicyclists.

Goal 4: Increase the Benefits of Bicycling

Identify and implement a network of bicycle facilities to accommodate non-motorized travel that will reduce vehicle use, improve air quality, and provide health benefits.

2.2 Objectives

The following objectives address these goals in detail. More detailed plans for implementation of these goals and objectives are contained in Chapters 6 and 7.

Objective A:

Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs over the next 20 years.

Objective A Policy Actions

1. Assign bicycle coordinator responsibilities to a Commuter Services staff member.
2. Update the Plan periodically as required by Caltrans to reflect new policies and/or requirements for bicycle funding.

3. Coordinate with other cities, OCTA, schools, and community organizations to review and comment on bicycle issues of mutual concern.
4. Regularly monitor bicycle-related accident levels, and seek a significant reduction in bicycle accident rates over the next twenty years.
5. Coordinate with various City agencies, schools, neighboring cities, OCTA, and community organizations, and will advise on bicycle issues.

Objective B:

Identify and Implement a network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit stations, and institutions.

Objective B Policy Actions

1. Develop a bikeway network that is continuous, closes gaps in the existing system, and serves important destinations.
2. Develop a bikeway network that provides connections to bikeways in other cities.
3. Develop a destination-based signage system for the bikeway network.
4. Coordinate and offer assistance to community planners and developers to ensure appropriate bicycle connections are planned, constructed, and maintained.
5. Evaluate the impacts on bicycle travel and integrate bicycle facility improvements into proposed roadway and development projects as part of the project review process.
6. Implement bicycle facilities based on a priority program that considers existing deficiencies, safety, commuting needs, connectivity of routes, and community input.
7. Recognize that bicyclists use all City roadways. Design future roadways to accommodate bicycle travel. Carry out routine maintenance of roadways, eliminate hazards to cyclists, and attempt to upgrade existing roadways to enhance bicycle travel, including upgrading on-demand traffic signals to detect bicycles.

Objective C:

Maintain and improve the quality, operation, and integrity of the Anaheim bikeway network and roadways regularly used by bicyclists.

Objective C Policy Actions:

1. Undertake routine maintenance of bikeway facilities, such as sweeping streets regularly traveled by bicyclists and other designated bikeways. This will include paint and striping, signage, pavement surface maintenance, tree trimming, and other facets of maintaining the operational integrity of the bikeway network.
2. Coordinate roadway improvements to provide reasonable alternate routes if necessary and minimize disruption for cyclists.
3. Coordinate roadway improvements so that bicycle facilities are not reduced or eliminated in construction zones and are maintained or incorporated into future improvements in order to maintain the existing local and regional bicycle network or provide reasonable alternatives.

4. Ensure that detours through or around construction zones are designed safely and conveniently, and are accompanied with good signage for cyclists and motorists.

Objective D:

Provide short- and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multifamily housing, at schools and colleges, and at transit facilities.

Objective D Policy Actions:

1. Develop and adopt bicycle storage standards for implementation at major employment centers, schools, transit centers, park-and-ride lots, bus routes, shopping centers, stadiums, and public and semi-public recreational areas.
2. Include bicycling options in all Transportation Demand Management planning.
3. Encourage and support bike stations and/or attended parking facilities at major events and destinations, such as transit stations, the Arrowhead Pond, the Edison Stadium, the Disney Resort, and the Convention Center.

Objective E:

Increase the number of bicycle-transit trips.

Objective E Policy Actions:

1. Support and promote bicycle travel via the OCTA bus system, the Metrolink commuter rail service, and Amtrak.
2. Coordinate with OCTA and the Southern California Regional Rail Authority (SCRRA) to maintain and continue to provide existing bicycle racks and lockers at transit stations.
3. Coordinate with OCTA to provide bicycle access both to transit facilities and on transit vehicles during the design of new transit facilities.

Objective F:

Develop and implement education and encouragement plans aimed at youth and adults. Increase public awareness of the benefits of bicycling and of available resources and facilities.

Objective F Policy Actions

1. Develop and implement safe and effective adult and youth cycling programs.
2. Promote the health benefits of bicycling.
3. Promote and pursue funding programs for bicycle safety and education programs.
4. Support Transportation Demand Management programs at worksites to encourage commuters to bicycle to work.
5. Implement an effective bicycle registration program to deter bicycle theft.
6. Distribute a regularly updated Anaheim bikeway map at local schools, bike shops, the Chamber of Commerce, and other areas that will encourage cycling.

Objective G:

Increase government and public recognition of bicyclists' equal right to use public roadways.

Objective G Policy Actions

1. Provide bicycle education to City staff involved in decisions regarding transportation facilities. This would include, but not be limited to, traffic engineers, planners, field engineers, field inspectors, street maintenance personnel and parks and recreation staff.
2. Provide bicycle education for law enforcement personnel.
3. Seek funds for a public awareness campaign to increase public recognition and to educate the general public about the rights and responsibilities of bicyclists.

3.0 Existing Conditions

3.1 Land Use

The map on page 7 shows the current and future land use patterns in the City of Anaheim. The City consists of a mix of various land uses, including residential, industrial, commercial, recreational, and resort uses. Probably the most well known use in Anaheim is the Disney Resort located in the south central part of the City. The Resort is surrounded by related uses, including the conventions center and hotels. East of the Resort are also located the Angel Stadium and Arrowhead Pond sports venues. Industrial uses are primarily located around rail corridors. One swath of industrial land uses is located along La Palma Avenue between the Orange Freeway (SR-57) and Imperial Highway (SR-90). Others may be found along the BNSF corridor in the central and northern areas of the City and along the northwest Southern Pacific corridor.

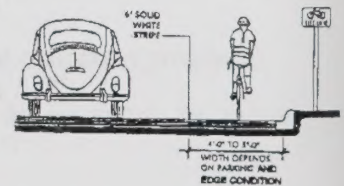
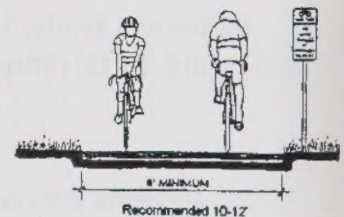
Land use patterns for commercial, residential, and recreational uses vary between the more established western area and the newer Anaheim Hills area. Commercial land uses are generally located along major arterial streets west of Kraemer Boulevard and are located in centers in the Anaheim Hills area. Residential uses are primarily of low and medium density with most medium-density housing occurring along arterial streets in the western area. Residential uses are more clustered in the Anaheim Hills area. The City has many parks with some large swaths of open space being preserved in Anaheim Hills.

Future development in Anaheim will occur in the far eastern part of the City. A planned community will be located there and it will include medium-density residential and recreational uses. A new school will be established, and many arterial and collector roadways will be built. Development in the other sections of Anaheim is likely to occur due to redevelopment and the conversion of industrial uses to commercial and/or residential uses.

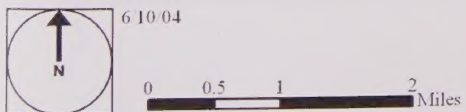
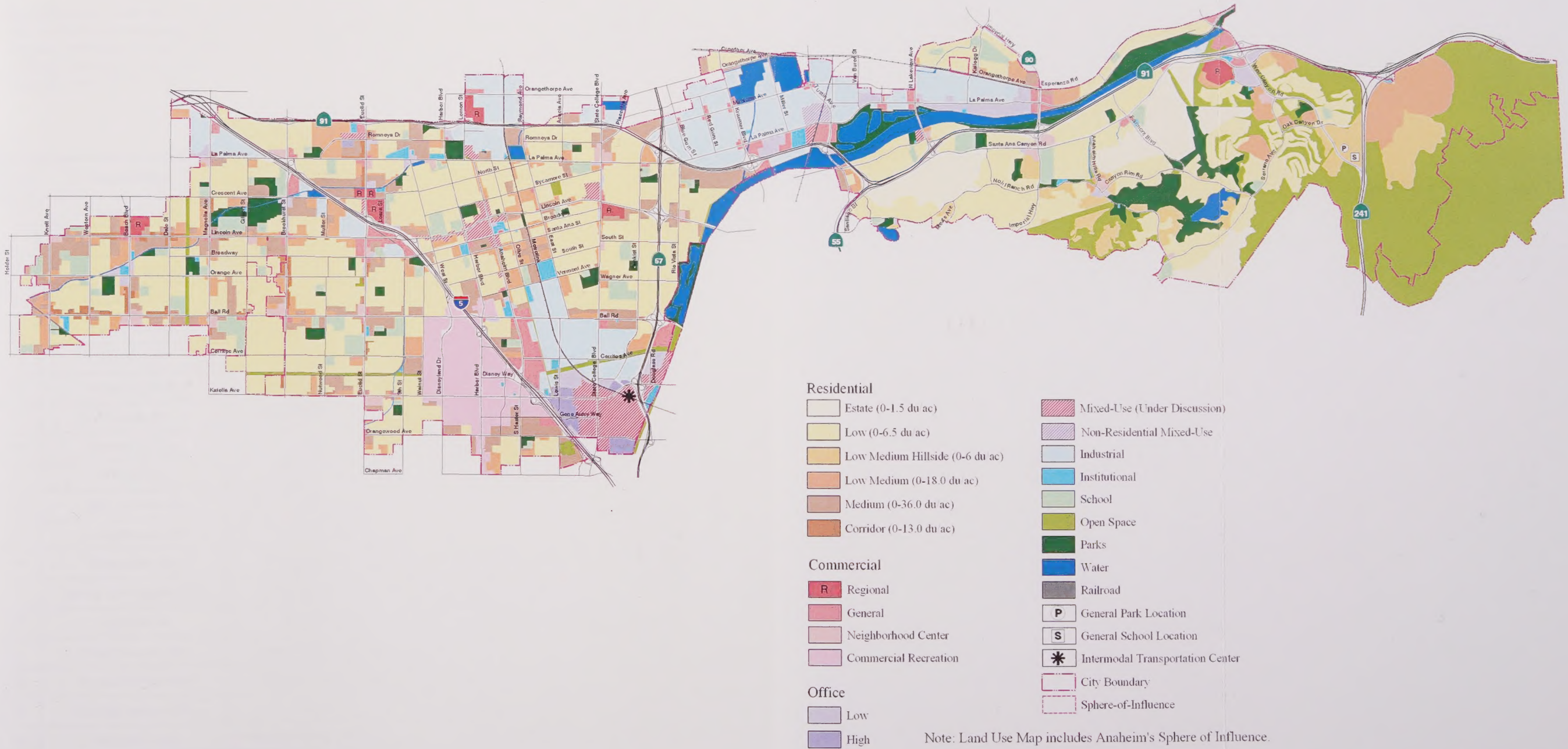
3.2 Bikeways

Bikeways can be classified into three types:

- Class I Bikeway - Typically called a bike path, this provides for bicycle travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and avoided by experienced cyclists because they can become overly popular and crowded.
- Class II Bikeway - These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- Class III Bikeway - Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.



Map 1 Land Use Plan



City of Anaheim

Although these facilities are designed for bicycle travel, it is important to recognize that all public roadways, except for those segments of freeways where it is prohibited, are open to travel by bicycle.

Existing Bikeways

The following table lists the existing bikeway facilities in the City. Anaheim currently has a mix of bikeways, including those of Class I, II, and III. Maps 2 and 3 on pages 9 and 10 show the existing bikeways in the City of Anaheim. Existing bikeway mileage in Anaheim totals 11.00 miles of Class I, 16.25 miles of Class II, and 1.25 miles of Class III. Total existing bikeway mileage totals 28.50 miles.

Table 1: Existing Bikeways

Class	Street/Path	From	To	Length (mi)
I	Carbon Creek	Gilbert St	Crescent Ave	0.50
I	Santa Ana River	Orange city limit	Yorba Linda city limit	10.50
II	Anaheim Hills Rd	Santa Ana Canyon Rd	Nohl Ranch Rd	0.75
II	Brookhurst St	Lincoln Ave	Ball Rd	1.00
II	Cerritos Ave	Buena Park city limit	Stanton city limit	0.25
II	Euclid Ave	Lincoln Ave	Ball Rd	1.00
II	Imperial Hwy	Nohl Ranch Rd	Orange city limit	0.75
II	Kellogg Dr	Yorba Linda city limit	Orangethorpe Ave	0.75
II	Lakeview Ave	La Palma Ave	Santa Ana River	0.25
II	9 th Street	Orangewood Ave	Garden Grove city limit	0.25
II	Oak Canyon Dr	Serrano Ave	Weir Canyon Rd	0.50
II	Orangewood Ave	Harbor Blvd	Mountain View Ave	0.75
II	Riverdale Ave	Orange city limit	Lakeview Ave	1.25
II	Santa Ana Canyon Rd	Orange city limit	Weir Canyon Rd	6.00
II	Sunkist St	Wagner Ave	Cerritos Ave	1.00
II	Weir Canyon Rd	Santa Ana Canyon Rd	end	1.75
III	Orangethorpe Ave	State College Blvd	Placentia Ave	0.50
III	Orangethorpe Ave	Miller St	Placentia city limit	0.25
III	Western Ave	Buena Park city limit	Del Monte Dr	0.50

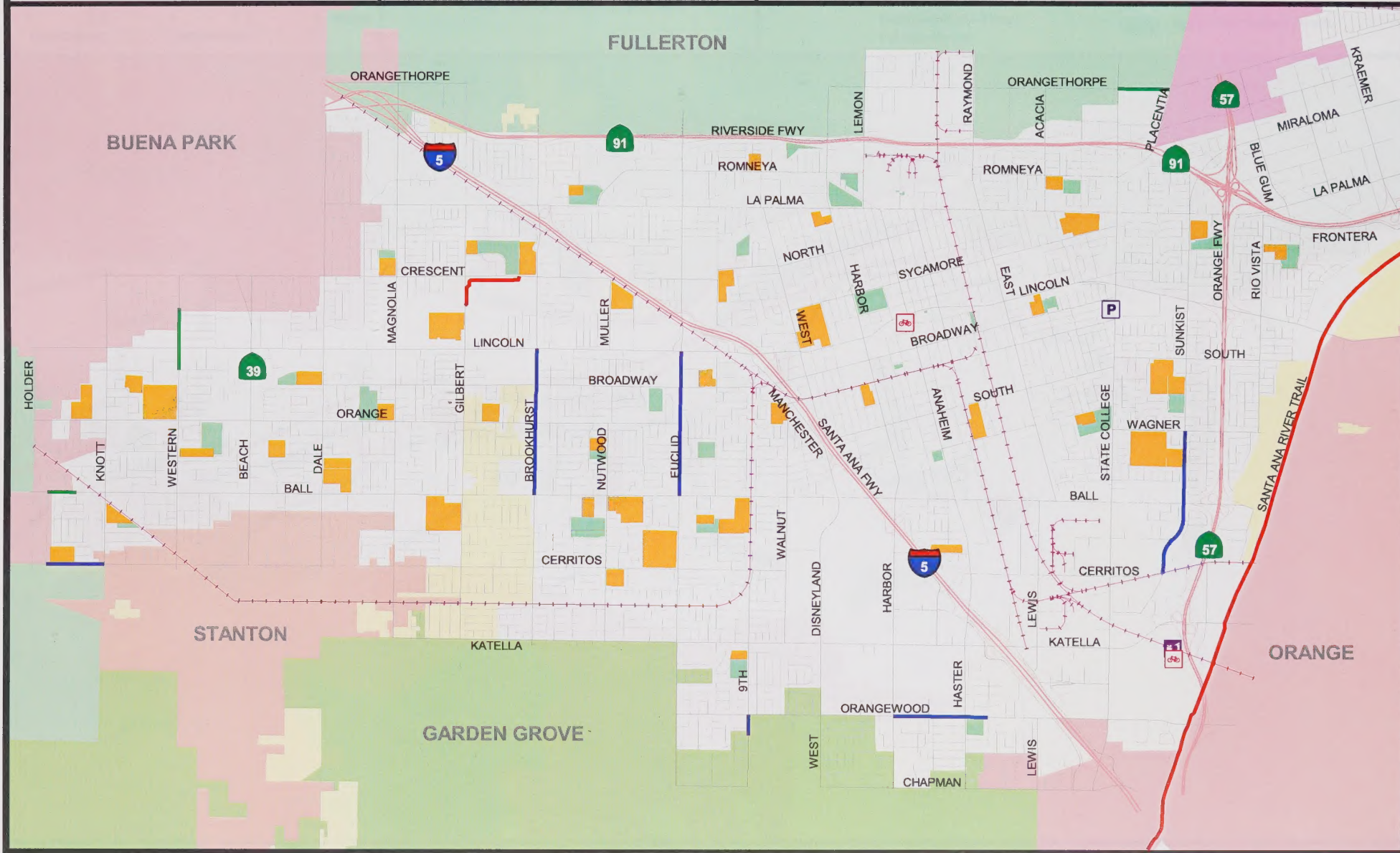
City of Anaheim Bicycle Master Plan

0 0.5 1 1.5 2 Miles

Map 2 Existing Bicycle Facilities Western Anaheim

- Existing Class I Bikeway
- Existing Class II Bikeway
- Existing Class III Bikeway
- Railroad
- Freeway
- Arterial Roadway
- Neighborhood Street
- Private Street

- Existing Bicycle Parking
- Transit Station
- Park-and-Ride
- Schools
- Parks/Recreation Areas



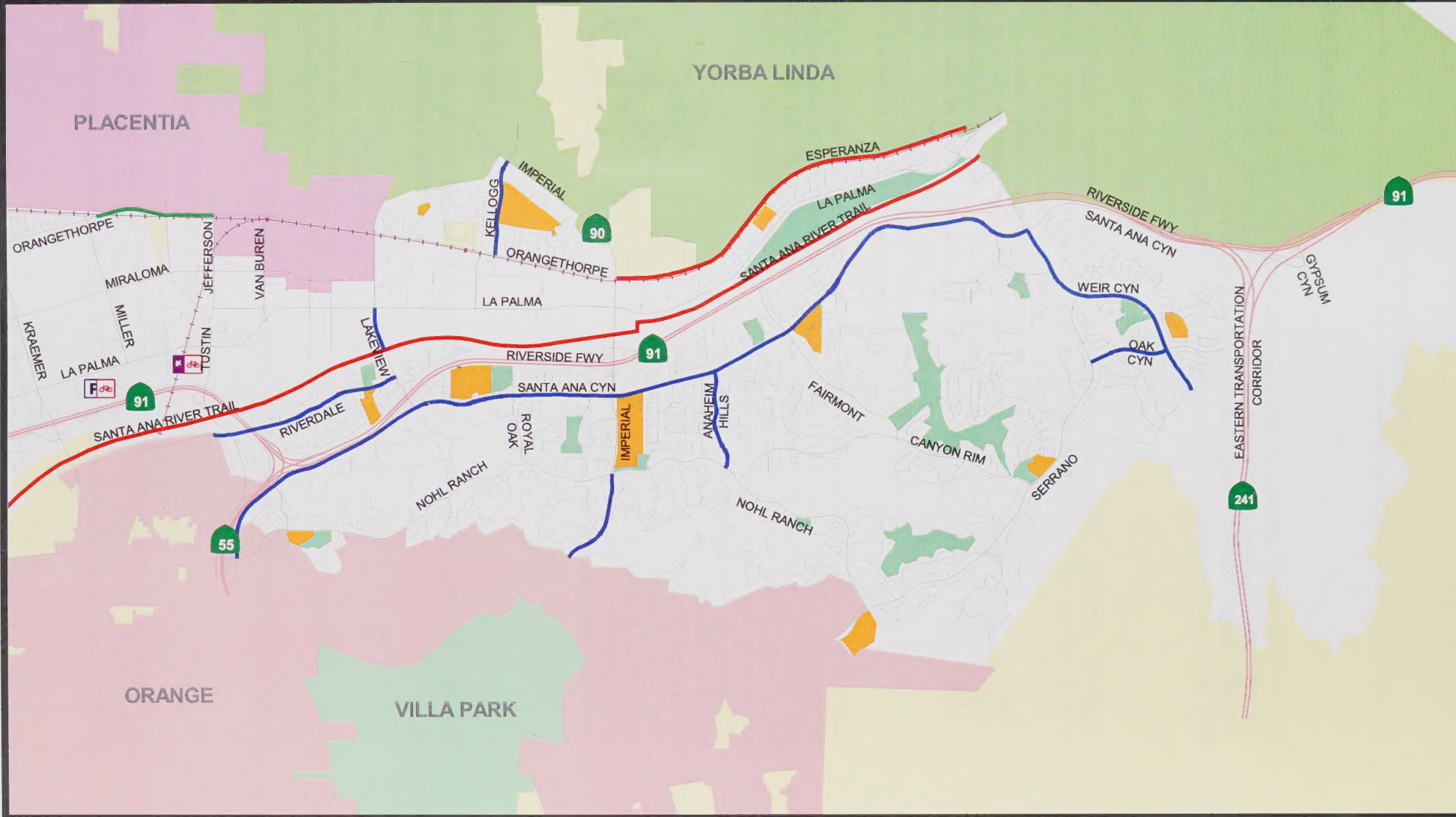
City of Anaheim Bicycle Master Plan

0 0.5 1 1.5 2 Miles

Map 3 Existing Bicycle Facilities Anaheim Hills Area

-  Existing Class I Bikeway
-  Existing Class II Bikeway
-  Existing Class III Bikeway
-  Railroad
-  Freeway
-  Arterial Roadway
-  Neighborhood Street
-  Private Street

-  Existing Bicycle Parking
-  Transit Station
-  Park-and-Ride
-  Schools
-  Parks/Recreation Areas

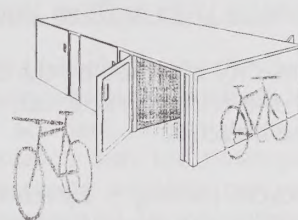


3.2 Bicycle Parking

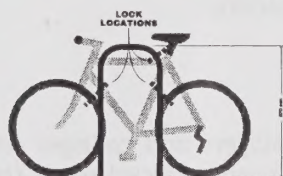
Bicycle parking accommodation is an important component in planning bicycle facilities and encouraging widespread use. Bicycles are one of the top stolen items in all communities, with components being stolen even when a bicycle is securely locked. Because today's bicycles often cost between \$350 to over \$2,000, many people won't use a bicycle unless they have secure parking available.

In California, parking facilities are classified as follows:

- *Class I* bicycle parking facilities accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location. Class I bicycle parking will be either a bicycle locker or a secure area like a 'bike corral' that may be accessed only by bicyclists. The new "bike lid" locker is a new bicycle locker concept that has also gained popularity recently. These types of lockers allow for multiple users in the same day without requiring the administration of a lock-and-key program.



- *Class II* bicycle parking facilities are best used to accommodate visitors, customers, messengers, and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. It is recommended that racks not be of a design that may damage the wheels by causing them to bend. Bike racks are usually located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers.



Existing Bicycle Parking

Anaheim currently has several bicycle parking facilities that have been identified. Some of these are at the following locations.

- Anaheim Rail Station
- Anaheim Canyon Metrolink Station
- Near Lincoln Ave/Anaheim Blvd
- 3200 Carpenter Avenue

Maps 2 and 3 on pages 9 and 10 show the locations of existing bicycle parking facilities in Anaheim.

3.3 Links to Other Transportation Modes

Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Anaheim. Linking bicycles with mass transit (bus, commuter rail, and park-and-ride transfer locations) overcomes such barriers as lengthy trips, personal security concerns, and riding at

night, in poor weather, or up hills. Park-and-ride locations provide for intermodal travel by bicyclists to carpools and vanpools. Bicycle parking facilities could be placed at these locations and would facilitate links to ride-sharing activities. Additionally, bicycling to transit instead of driving benefits communities by reducing taxpayer costs, air pollution, demand for park-and-ride land, energy consumption, and traffic congestion with relatively low investment costs.

There are four main components of bicycle-transit integration:

- Allowing bicycles on transit
- Offering bicycle parking at transit locations
- Improving bikeways to transit
- Encouraging usage of bicycle and transit programs

Existing Links to Other Modes

The City is served by the OCTA, which has bicycle racks on every bus in its fleet. These state-of-the-art bike racks can carry up to two bicycles per bus and are very convenient to use for the bicyclist.

Bicycle parking is currently provided at the Anaheim Transit Center/Rail Station located near Katella and Howell Avenues and at the Anaheim Canyon Metrolink Station, which is located near Tustin and La Palma Avenues.

Park-and-rides lots provide for intermodal transportation and are at the following locations in Anaheim:

- 3200 Carpenter Avenue (has bicycle parking)
- State College Boulevard at Broadway (no bicycle parking)

3.4 Bicycle Amenities

In addition to parking accommodations, many local employers and colleges and universities provide shower and clothing locker facilities that may be used by bicyclists at the end of their trips to work or school. These amenities make bicycle commuting a viable option for many bicyclists and contribute to the viability of bicycling as a commute option.

Existing Amenities

The City of Anaheim has no existing shower and clothing locker facilities that have been identified.

3.5 Bicycle Safety Education and Enforcement

Safety Education Program

The City of Anaheim does not have a bicycle safety education program at this time.

Bicycle Safety and Enforcement

The Anaheim Police Department enforces all traffic laws, for bicycles and motor vehicles as part of their regular duties. They ticket violators as they see them. This includes bicyclists who break traffic laws, as well as motorists who disobey traffic laws and make the cycling environment more dangerous. The level of enforcement depends on the availability of officers. The Police Department also responds to particular needs and problems as they arise.

Bicycle Collisions**Table 2: Collision Analysis**

Number of Bicycle Involved Collisions 1999 (SWITRS 1999)		Number of Bicycle Involved Collisions 2000 (SWITRS 2000)		Number of Bicycle Involved Collisions 2001 (SWITRS 2001)		Total # of Bicycle Collisions for 3 Years	Average # of Bicycle Collisions per Year	2000 Population (U.S. Census)	Collisions per 1000 people/yr.	Index (relative to state avg. of 0.36/1000)
Fatality	Injury	Fatality	Injury	Fatality	Injury					
2	128	1	132	2	147	412	137.33	327,357	0.42	1.17

Table 2 shows the number and rate of accidents involving bicyclists in Anaheim for the three most recent years available: 1999, 2000, and 2001. This information was gathered from the California Highway Patrol's SWITRS website, which provides accident information by jurisdiction. As the table shows, the number of collisions has increased over the three-year period. The average number of bicyclist-involved collisions per thousand residents per year (0.42) for the selected time period is higher than the statewide average (0.36) of collisions involving bicyclists per one thousand residents for the same time period.

There is insufficient data presented here to determine whether the enforcement efforts of the Police Department have had a significant effect on reducing the rate of accidents in the City of Anaheim.

4.0 Proposed Projects and Programs

This section identifies specific projects for which the City of Anaheim can apply for funding as part of a comprehensive plan for bicycle transportation within the City.

4.1 Bikeways

Proposed bikeway projects are selected and ranked by priority using several criteria. These include:

- Regional connectivity
- Closing gaps in the bikeway network
- Connections with major destinations, such as the Disney Resort, Edison Stadium, the Convention Center, employment centers, major shopping centers, and transit centers
- Completion of the bikeway network
- Availability of street width or right-of-way
- Existing plans the City has to improve and/or widen streets

Top priority project costs are based on past expenditures for bikeways throughout California. Costs for individual projects will vary by location and complexity of the project. Class I projects are estimated at \$1,000,000 per mile, Class II projects are estimated at \$50,000 per mile, and Class III projects are estimated at \$15,000 per mile.

The list of proposed bikeway projects for the City of Anaheim is found in Tables 3, 4, and 5 on the following pages. Maps 4 and 5 illustrate these proposed facilities on pages 19 and 20. Top priority proposed bikeways are discussed in more detail in Chapter 5, section 5.5 on page 25.

Table 3: Top Priority Proposed Bikeways

Class	Name	From	To
I	Carbon Creek	Beach Blvd	Dale St
I	Santa Ana St	Kroeger St	Vine St
II	Brookhurst St	Crescent Ave	Lincoln Ave
II	Camino Grande	Nohl Ranch Rd	Trailblazer Cir
II	Crescent Ave	Carbon Creek Path	Brookhurst St
II	Crescent Ave	Euclid St	Loara St
II	Frontera St	La Palma Ave	Kraemer Blvd
II	future roadway	Weir Canyon Rd	e/o SR-241
II	Gerda Dr	Middle School	Pinney Dr
II	Kraemer Blvd	Frontera St	Santa Ana River
II	La Palma Ave	Sunkist St	Frontera St
II	La Palma Ave	Miller St	Tustin Ave
II	Lakeview Ave	Santa Ana River	Santa Ana Canyon Rd
II	Lincoln Ave	Santa Ana River	Rio Vista St
II	Loara St	Crescent Ave	Wilshire Ave
II	Miller St	Orangethorpe Ave	La Palma Ave
II	Mira Loma Ave	Riverside Fwy SR-91	Van Buren St
II	Nohl Ranch Rd	Anaheim Hills Rd	Stage Coach Rd
II	Orangewood Ave	Euclid St	9th Street
II	Orangewood Ave	Mountain View Ave	Santa Ana River
II	Rio Vista St	Lincoln Ave	Wagner Ave
II	Royal Oak Rd	Gerda Dr	Nohl Ranch Rd
II	Santa Ana St	Manchester Ave/Vine St	Kroeger St/East St
II	South St	Peregrine St	Rio Vista St
II	Stage Coach Rd	Nohl Ranch Rd	Trailblazer Cir
II	Wagner Ave	State College Blvd	Rio Vista St
II	Wilshire Ave	Loara St	Lincoln Ave
III	Pinney Dr	Gerda Dr	Santa Ana Canyon Rd

Table 4: 2nd Priority Proposed Bikeways

Class	Name	From	To
I	Carbon Creek	Orange Ave	Beach Blvd
I	Carbon Creek	Dale St	North-South Edison ROW
I	North-South Edison ROW	La Palma Ave	Stanton city limit
II	Ball Rd	Buena Park city limit	Walnut Ave
II	Broadway	North-South Edison ROW	Gilbert St
II	Gilbert St	Carbon Creek Path	Broadway
II	Lincoln Ave	Manchester Ave	Wilshire Ave
II	Manchester Ave	Lincoln Ave	Santa Ana St
II	Olive St	Santa Ana St	Vermont Ave
II	Walnut Ave	Santa Ana St	Ball Rd
I	Carbon Creek	Orange Ave	Beach Blvd
I	Carbon Creek	Dale St	North-South Edison ROW
I	North-South Edison ROW	La Palma Ave	Stanton city limit
II	Ball Rd	Buena Park city limit	Walnut Ave
II	Broadway	North-South Edison ROW	Gilbert St
II	Gilbert St	Carbon Creek Path	Broadway
II	Lincoln Ave	Manchester Ave	Wilshire Ave
II	Manchester Ave	Lincoln Ave	Santa Ana St
II	Olive St	Santa Ana St	Vermont Ave
II	Walnut Ave	Santa Ana St	Ball Rd
II	Rio Vista Street	Frontera St	Lincoln Ave

Table 5: 3rd Priority Proposed Bikeways

Class	Name	From	To
I	Boysen Park Path	Vermont Ave	State College Blvd
I	Carbon Creek	Buena Park city limit	Western Ave
I	Crescent Ave bike bridge	Muller St	Chippewa Ave
I	Deer Canyon Park	Fairmont Blvd	Canyon Rim Park/School
I	East-West Edison/Union Pacific ROW	Harbor Blvd	Douglas Rd
I	Fairmont Connector	La Palma Ave	Santa Ana River Trail
I	Imperial Park Path	Santa Ana Canyon Rd	Nohl Ranch Rd
I	North-South Rail Corridor	Vermont Ave	East-West Edison ROW
I	Old Bridge Path	Fairmont Blvd	Old Bridge Rd
I	Orangewood/Santa Ana River Link	I-5	Santa Ana River
I	Path	Sycamore St	La Palma Ave
I	Union Pacific Rail Corridor	Brookhurst St	Walnut and Broadway
II	9th Street	Cerritos Ave	Orangewood Ave
II	Broadway	Vine St	State College Blvd
II	Brookhurst St	Fullerton city limit	Crescent Ave
II	Brookhurst St	Ball Rd	Garden Grove city limit
II	Canyon Creek Rd	Sunset Ridge Rd	Serrano Ave
II	Canyon Rim Dr	Nohl Ranch Rd	Fairmont Blvd
II	Citron St	Santa Ana St	Vermont Ave
II	Crescent Ave	Brookhurst St	Muller St
II	Crescent Ave	Chippewa Ave	Euclid St
II	Crone Ave	Union Pacific Rail Corridor	Walnut Ave
II	Douglass Rd	Cerritos Ave	Katella Ave
II	East St	La Palma Ave	Ball Rd
II	Fairmont Blvd	Santa Ana Canyon Rd	Canyon Rim Dr
II	Grove St	Mira Loma Ave	La Palma Ave
II	Knott Ave	Lincoln Ave	Stanton city limit
II	La Palma Ave	Buena Park city limit	Sunkist St
II	La Palma Ave	Frontera St	Miller St
II	Lakeview Ave	Yorba Linda city limit	Santa Ana Canyon Rd
II	Lemon St	La Palma Ave	Sycamore St

Table 5 (continued): 3rd Priority Proposed Bikeways

Class	Name	From	To
II	Lincoln Ave	Knott Ave	North-South Edison ROW
II	Nohl Ranch Rd	Stage Coach Rd	Serrano Ave
II	Oak Canyon Rd	Weir Canyon Rd	end
II	Orange Ave	Buena Park city limit	Western Ave
II	Orangethorpe Ave	Kraemer Blvd	Miller St
II	Orangethorpe Ave	Lakeview Ave	Imperial Hwy
II	Serrano Ave	Weir Canyon Rd	Orange city limit
II	Sunkist St	Riverside Fwy SR-91	Wagner Ave
II	Sunset Ridge Rd	Canyon Creek Rd	Serrano Ave
II	Sycamore St	West St	w/o State College Blvd
II	Vermont Ave	Citron St	Boysen Park
II	Vine St	Broadway	Santa Ana St
II	West St	La Palma Ave	Santa Ana St
II	Western Ave	Buena Park city limit	Stanton city limit
II	Westmont Dr	Loara St	West St
III	Katella Ave	Douglass Rd	Santa Ana River

Maps 4 and 5 on the following pages show the proposed bikeway facilities identified in the tables above.

City of Anaheim Bicycle Master Plan

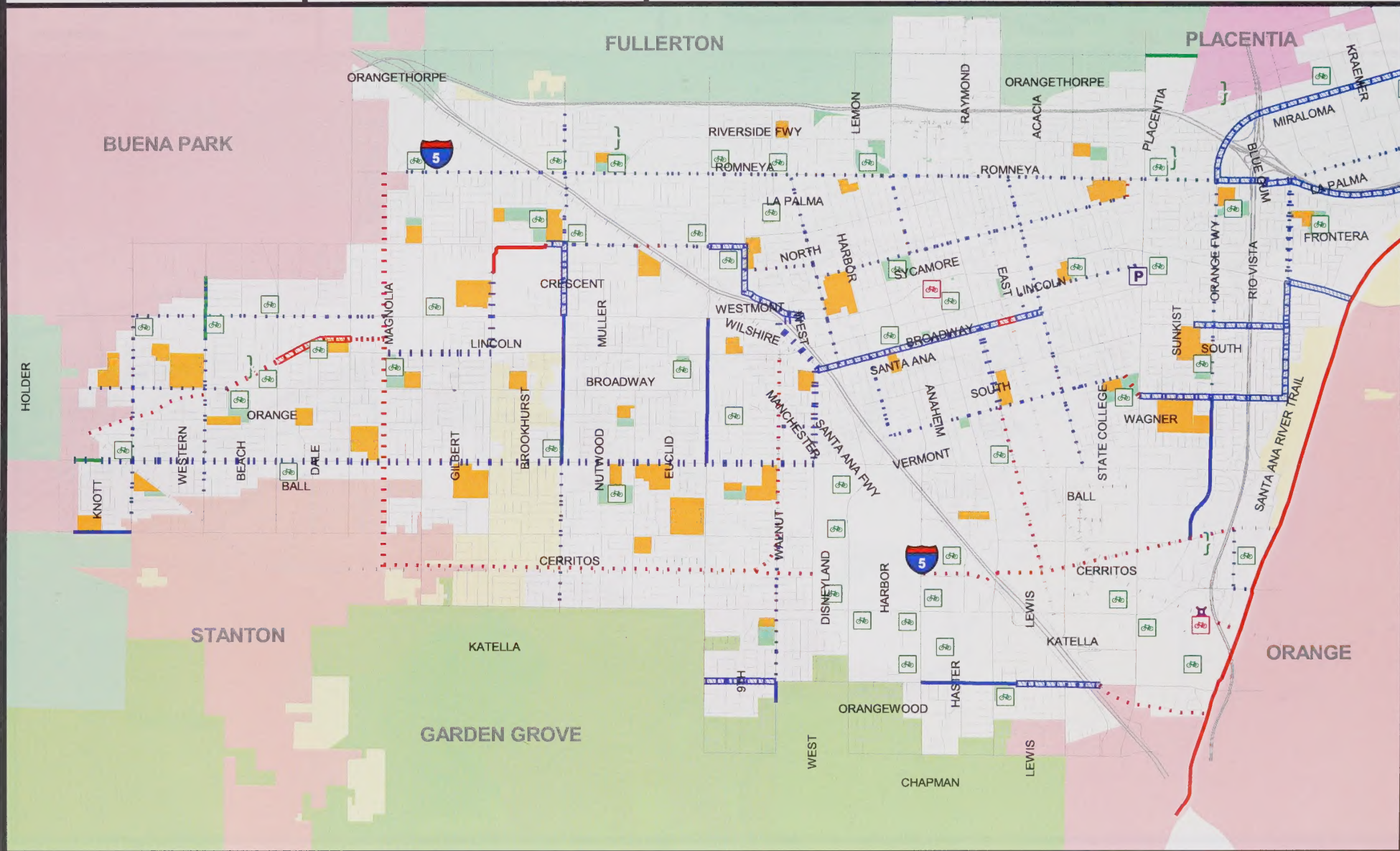
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Map 4 Existing and Proposed Bicycle Facilities Western Anaheim

Existing Class I Bikeway
Existing Class II Bikeway
Existing Class III Bikeway
Railroad
Freeway
Arterial Roadway
Neighborhood Street
Private Street

Proposed Top Priority Class I Bikeway
Proposed 2nd Priority Class I Bikeway
Proposed 3rd Priority Class I Bikeway
Proposed Top Priority Class II Bikeway
Proposed 2nd Priority Class II Bikeway
Proposed 3rd Priority Class II Bikeway

Class III Bikeway
Proposed 2nd Priority Class III Bikeway
Proposed 3rd Priority Class III Bikeway
Existing Bicycle Parking
Proposed Bicycle Parking
Transit Station
Park-and-Ride
Schools
Parks/Open Space

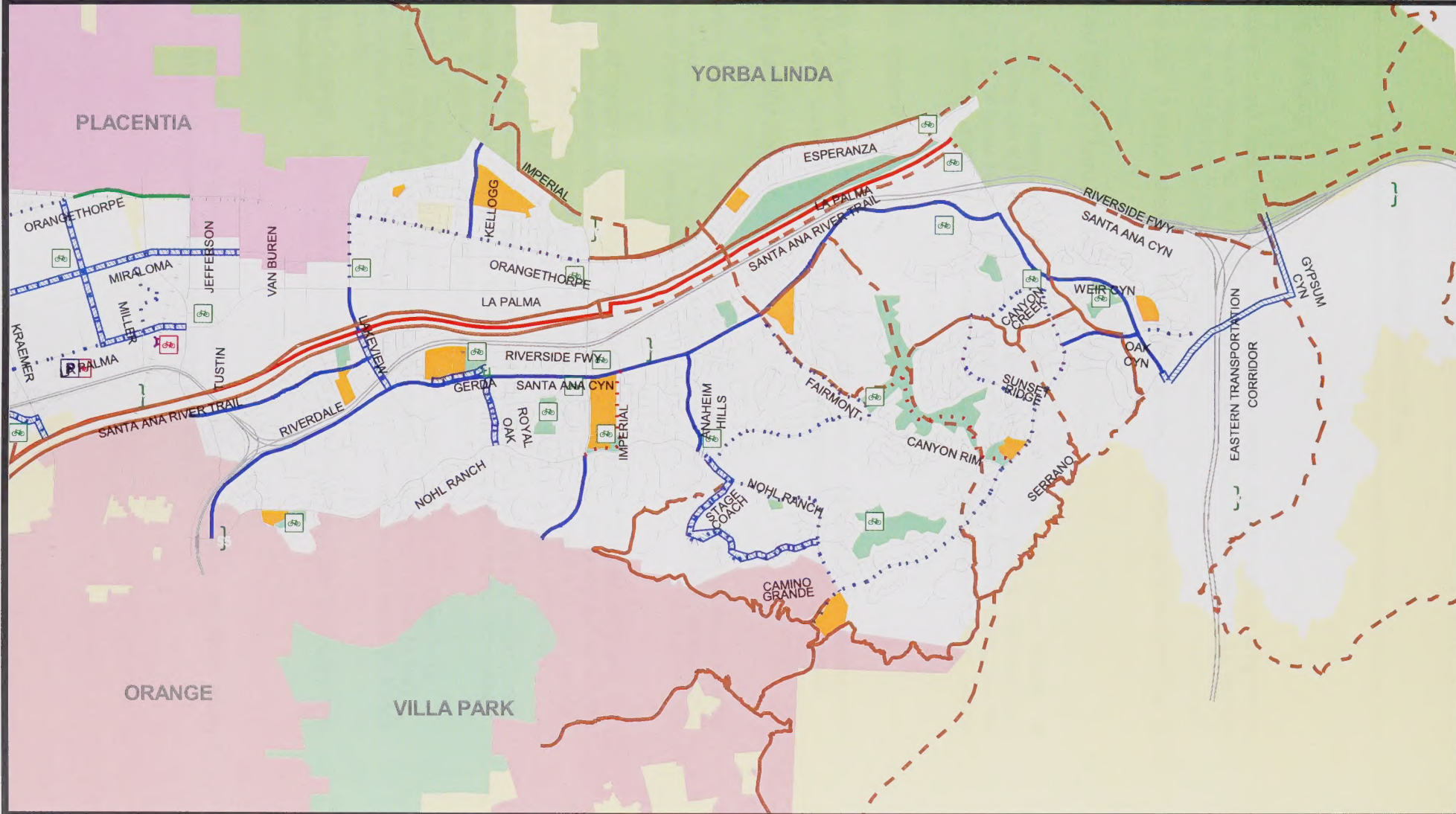


City of Anaheim Bicycle Master Plan

0 0.5 1 1.5 Miles

Map 5 Existing and Proposed Bicycle Facilities Anaheim Hills Area

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> Existing Class I Bikeway Existing Class II Bikeway Existing Class III Bikeway Railroad Freeway Arterial Roadway Existing Off Road Trail Proposed Off Road Trail | <ul style="list-style-type: none"> Proposed Top Priority Class I Bikeway Proposed 2nd Priority Class I Bikeway Proposed 3rd Priority Class I Bikeway Proposed Top Priority Class II Bikeway Proposed 2nd Priority Class II Bikeway Proposed 3rd Priority Class II Bikeway | <ul style="list-style-type: none"> Proposed Top Priority Class III Bikeway Proposed 2nd Priority Class III Bikeway Proposed 3rd Priority Class III Bikeway Existing Bicycle Parking Proposed Bicycle Parking Transit Station Park-and-Ride Schools Parks/Open Space |
|--|---|--|



4.2 Bicycle Parking

The City of Anaheim will apply for funds to establish a public bicycle parking program in commercial and retail areas. It will also seek to establish future requirements for bicycle parking facilities at multi-family housing developments.

Maps 4 and 5 on page 19 and 20 shows the locations of proposed parking facilities identified in this Plan.

4.3 Links to Other Transportation Modes

The City will seek to maintain the linkage between bicycling and other modes of transportation, including to OCTA bus services, Metrolink commuter rail service, and park-and-ride locations. All OCTA buses currently are equipped with state-of-the-art bike racks, and the City will seek to ensure their continued availability for intermodal bicycle travel within Anaheim.

4.4 Bicycle Amenities

Although it does not have an ordinance requiring it, the City will encourage private developers to provide shower and clothing locker facilities for the use of bicyclists commuting to work.

4.5 Bicycle Safety Education Program

The bicycle safety education program should teach bicycle safety to children, adults, and other groups that encounter bicyclists. A specific curriculum geared for each audience, along with a handbook or other literature, is recommended.

- Children. Although bicycle safety program exists in the way of bike rodeos, there should be some monitoring of the programs to ensure that all children in public schools go through a bicycle safety program before they graduate. In addition, bicycle safety should be taught to students who are taking drivers education classes at school.
- Adults. A safety education component will also be available to adults at employment sites, college campuses and on selected weekends for the general public. The safety education should include both bicyclists and motorists.
- Other Groups. Safety education should be taught to those people who come in to contact with bicyclists or involved in bicycle programs. These groups of people may include Orange County Transportation Authority Transit drivers and the Anaheim Police Department.
- Anaheim City Staff. Bicycle safety education can be incorporated into existing training and orientations.

Implementation

The implementation of this program should prioritize those groups that are most easily accessible, and then develop programs for other groups as follows:

- City staff
- Police officers

- School-aged children
- Adults on college campuses
- Adults at employment sites
- Adults in the general public

Promotion

A customized Bicycle Safety, Marketing, and Education Handbook could be developed that identifies existing local and regional efforts and presents a standardized approach which can be used by Anaheim. Typical marketing strategies include:

- **System Identification.** The existing and proposed bicycle system could have its own identifying logo and name that is shown on signs throughout the City. Directional signage (i.e., *Anaheim Transit Center, Disney Resort*) placed at strategic locations will help first time users in the area find their destinations.
- **Community Adoption.** Maintenance and promotion of trail and bicycle routes can be achieved by having neighborhoods, employers, or other groups "adopt" a route similar to that being done on Interstate Highways.
- **Bike Fairs and Races.** Events to promote Anaheim bicycle facilities, including fairs and races, should be organized to get people excited about riding and familiar with the facilities.
- **Employer Incentives.** Anaheim may work with major employers to encourage bicycle commuting by their employees by coordinating promotional events, encouraging the provision of bicycle lockers and access to shower facilities. Incentives may also be the provision of commuter bicycles by the employer. Bike-to-Work Week could be advertised and promoted as a week where employees around the City are encouraged to bike to work. Some people may start biking to work after participating in this annual event.

5.0 Implementation

5.1 Past Expenditures for Bicycle Facilities

The City of Anaheim has identified expenditures for bicycle facilities in the past five years. Two projects totaling \$100,000 were completed using Measure M TDM funds. The project included implementing Class II bike lanes on Euclid Avenue and Brookhurst Street between Lincoln Avenue and Ball Road.

5.2 Existing Bicycle Commuters and Commuter Ridership Forecast

Table 6: Ridership Forecast and Air Quality Analysis

	Forecast Parameters	Anaheim	Methodology Notes
1	Population	327,357	2000 U.S. Census
	# of Employed Persons		
2		139,343	2000 U.S. Census
	# Bicycle-to-Work Commuters		
3		1,695	2000 U.S. Census
	Bicycle-to-Work Mode Share		
4		1.22%	calculated from above
	Population: Ages 6-14 years		
5		48,372	2000 U.S. Census
	# of College Students		
6		21,688	2000 U.S. Census
	Total # of Bicycle Commuters		assumes 5% of school students and 10% of college students commute by bicycle - base on national studies and estimates
7		6,282	
	# Miles Ridden by Bicycle Commuters per Weekday		
8		16,452	work commuters (including bike-transit users) x 7 miles + college and school students x 1 mile (round trip)
	# of Future Daily Bicycle Commuters		
9		17,528	estimated using increase to 279% of baseline from 2000 LACMTA study by Alta Transportation Consulting
	Future # Miles Ridden by Bicycle Commuters per Weekday		
10		45,902	estimated using increase to 279% of baseline from 2000 LACMTA study by Alta Transportation Consulting
	Reduced Vehicle Miles per Weekday		
11		29,450	future bicycle miles traveled (row 10) minus existing bicycle miles ridden (row 8)
	Reduced PM ₁₀ (lbs/weekday)		
12		541.88	(.0184 lbs. per reduced mile)
	Reduced NO _x (lbs/weekday)		
13		1,468.96	(.04988 lbs. per reduced mile)
	Reduced ROG (lbs/weekday)		
14		2,138.06	(.0726 lbs. per reduced mile)
	Reduced Vehicle Miles per Year		
15		6,915,078	180 days for students, and 256 days for employed persons
	Reduced PM ₁₀ (lbs/year)		
16		127,237	(.0184 lbs. per reduced mile)
	Reduced NO _x (lbs/year)		
17		344,924	(.04988 lbs. per reduced mile)
	Reduced ROG (lbs/year)		
18		502,035	(.0726 lbs. per reduced mile)

NO_x are nitrogen oxides, PM-10 are particulate matter of diameter less than 10 microns, ROG are reactive organic gases.

Table 6 shows the projected mode share of bicycling for the City of Anaheim. This forecast is based on census data and a methodology developed by Alta Planning + Design to estimate the future number of bicycle commuters if an expanded bikeway network were to be fully implemented. Census information is based on 2000 U.S. Census data.

As the table shows, the estimated number of future miles ridden by bicycle for Anaheim is 16,452 per weekday. This would result in a reduction of 29,450 vehicle miles traveled each weekday. This reduction would in turn result in an air quality improvement of reduced emissions of unhealthful gases and particulates shown in the last column in rows 13-15. These reduced emissions would amount to 127,237 pounds per year of PM-10 (particulate matter of diameter less than 10 microns), 344,924 pounds per year of NO_x (nitrogen oxides), and 502,035 pounds per year of reactive organic gases (ROG).

5.3 Public Process

The public has been involved in the planning process through their opportunity for comment at the Schools Safety Committee, Planning Commission, and City Council General Plan hearings.

5.4 Planning Efforts

State Streets and Highways Code 891.2 requires that all bicycle plans demonstrate consistency with other transportation, air quality and energy plans. This section analyzes the consistency of the Anaheim Bicycle Plan with local, county, regional, and state plans.

Coordination with other Cities

This Plan updates the City's bicycle plan and provides for future planning direction. This Plan has been coordinated with the surrounding cities' plans utilizing the OCTA's 2001 Commuter Bikeways Strategic Plan, to ensure bikeway connectivity across jurisdictional boundaries. The City of Anaheim has coordinated bikeway planning efforts with the County of Orange and the following neighboring cities.

- Buena Park
- Cypress
- Stanton
- Garden Grove
- Orange
- Yorba Linda
- Placentia
- Fullerton

Coordination with other City Plans

The Bicycle Plan will be part of, and therefore be consistent with, the City of Anaheim's Circulation Element. The Circulation Element outlines all future transportation improvements in the City.

Coordination with Regional Plans

The Southern California Association of Governments (SCAG), with assistance from OCTA, regularly prepares a Regional Transportation Plan (RTP). Delegated by the South Coast Air Quality Management District (AQMD) to implement a mobile source clean air plan as an element of the region's Air Quality Management Plan (AQMP), the RTP is to provide a coordinated approach to mobility, air quality, and other regional goals related to transportation. In encouraging bicycling, this Plan will also strive to meet the goals of reducing energy consumption. This Bicycle and Pedestrian Trails Master Plan is also consistent with the OCTA Commuter Bikeways Strategic Plan, which outlines existing and proposed regional bikeways throughout the County of Orange.

In encouraging bicycling, the Bicycle Plan will also meet the goals of efforts to reduce energy consumption.

5.5 Top Priority Projects

This chapter of the Bicycle Master Plan outlines in greater detail the top priority proposed bikeways identified in Chapter 4. Proposed bikeway projects are selected and ranked by priority using several criteria. These include, but are not limited to, the following.

- Regional connectivity
- Closing gaps in the bikeway network
- Input from City staff
- Completion of the bikeway network
- Local connectivity
- Linkages with schools and parks
- Availability of street width or right-of-way
- Existing plans the City has to improve and/or widen streets
- Linkages with adjacent cities

The following project description sheets include a description of each project and a planning-level cost estimate for implementation. The listing of projects in this section denotes no further ranking. They are all considered top priority. Cost estimates associated with each project are based on similar projects from the Southern California region. Costs for proposed bikeway types and signage corridors are estimated using the following assumptions.

- \$1,000,000 per mile for Class I Bike Paths
- \$50,000 per mile for Class II Bike Lanes
- \$15,000 per mile for Class III Bike Routes

Table 7 on page 26 identifies the top priority projects described in this chapter. Design guidelines for all proposed bikeway projects, including destination signage and pavement markings, are described on pages 51-57 of chapter 7

Table 7: Top Priority Proposed Bicycle Projects

Project Number	Class	Name	From	To	Mileage	Estimated Cost
1		Citywide Bicycle Parking Program				\$84,000
2		Bicycle Safety Education Program				\$20,000
3	I	Carbon Creek	Beach Blvd	Dale St	0.55	\$550,000
4	II	Brookhurst St	Crescent Ave	Lincoln Ave	0.65	\$32,500
	II	Crescent Ave	Carbon Creek Path	Brookhurst St		
5	II	Camino Grande	Nohl Ranch Rd	Trailblazer Cir	1.85	\$92,500
	II	Nohl Ranch Rd	Anaheim Hills Rd	Stage Coach Rd		
	II	Stage Coach Rd	Nohl Ranch Rd	Trailblazer Cir		
6	II	Frontera St	La Palma Ave	Kraemer Blvd	1.70	\$85,000
	II	Kraemer Blvd	Frontera St	Santa Ana River		
	II	La Palma Ave	Sunkist St	Frontera St		
7	II	Lakeview Ave	Santa Ana River	Santa Ana Canyon Rd	0.45	\$22,500
8	II	La Palma Ave	Miller St	Tustin Ave	1.60	\$80,000
	II	Miller St	Orangethorpe Ave	La Palma Ave		
9	II	Mira Loma Ave	Riverside Fwy SR-91	Van Buren St	3.20	\$160,000
	II	Sunkist St	La Palma Ave	Riverside Fwy SR-91		
10	II	Orangewood Ave	Euclid St	9th Street	1.10	\$55,000
	II	Orangewood Ave	Mountain View Ave	East side of I-5		
11	II	Gerda Dr	Middle School	Pinney Dr	1.00	\$48,250
	III	Pinney Dr	Gerda Dr	Santa Ana Canyon Rd		
	II	Royal Oak Rd	Gerda Dr	Nohl Ranch Rd		
12	II	Santa Ana St	Manchester Ave	Kroeger Sr	1.55	\$172,500
	I	Santa Ana St	Kroeger St	Vine St		
	II	Santa Ana St	Vine St	East St		
13	II	Lincoln Ave	Santa Ana River	Rio Vista St	2.90	\$145,000
	II	Rio Vista St	Lincoln Ave	Wagner Ave		
	II	South St	Peregrine St	Rio Vista St		
	II	Wagner Ave	State College Blvd	Rio Vista St		
14	II	Crescent Ave	Euclid St	Loara St	1.05	\$52,500
	II	Loara St	Crescent Ave	Wilshire Ave		
	II	Wilshire Ave	Loara St	Lincoln Ave		
15	II	future roadway	Weir Canyon Rd	e/o SR-241	-	-

Project 1: Citywide Bicycle Parking Program

- **Existing Problem:** Lack of bicycle parking in commercial districts, shopping areas, at civic locations, parks, transit stations, and park-and-ride lots
- **Estimated Cost: \$84,000**
 - **Lockers for 30 Bicycles: \$24,000**
 - **Racks for 600 Bicycles: \$60,000**

With nearly all utilitarian and many recreational bicycle trips, users need secure and convenient bicycle parking. The lack of parking is a major obstacle to using a bicycle. A comprehensive bicycle parking program is one of the most important strategies that jurisdictions can employ to enhance the bicycling environment. The program can improve the bicycling environment and increase the visibility of bicycling in a relatively short period of time. Within a few years bike parking can be placed throughout the City.

It should be recognized that parking should be provided for two types of trips. Bike racks serve as effective parking facilities for short-term needs while bicycle storage lockers provide for long-term needs. Lockers provide a higher level of security for bicyclists. They typically are located at places of employment, including municipal offices. This project includes the provision of both racks and lockers.

The City should apply for funds to retrofit existing establishments with bike parking and expand existing parking accommodations. A public bike parking program typically purchases large numbers of racks and bike lockers and places them in public locations such as the following.

- On sidewalks in front of stores
- At schools
- In parks
- At Metrolink and Amtrak stations
- At major transit transfer points
- At park-and-ride lots
- In front of libraries and other civic locations
- At pools and other recreation areas

Public bicycle parking programs can also be coordinated with property owners of commercial buildings to supply parking for employees and visitors.



Project 2: Bicycle Safety Education Program

- Existing Problem: Lack of knowledge of safe bicycle riding technique
- Estimated Cost: \$20,000 per year for ten years

Background

Many people don't ride bicycles or walk because they believe it is not safe to do so. Respondents to surveys in other cities and counties often cite safety as the top concern preventing people from riding or walking more. Although physical improvements such as signage and adding more facilities can make a difference, it is also imperative that all bicyclists know how to ride safely and pedestrians know how to manage their environment. Knowing how to ride safely will encourage people to bicycle more confidently, more often, and along more routes. Safety education programs teach people of all ages and lifestyles how to ride safely and effectively on paths, streets, and in traffic. They can also inform people about how to walk safely.

The Program

Safety education programs teach bicycle safety to children, adults and other people who would encounter bicyclists and pedestrians, such as motorists. A specific curriculum geared for each audience, along with a handbook or other literature is recommended.

- Children - Safety education should be comprehensive enough to ensure that all children in public schools go through a bicycle and pedestrian safety program before they graduate. Educating children at the appropriate age is important to build life-long cycling skills that they can use in riding and walking to school and riding for short trips later in life. In addition, bicycle safety should be taught to students who are taking drivers education classes to ensure that new motorists respect bicyclists on the road.
- Adults - A safety education component can also be available to adults at employment sites, community centers, parks, and on selected weekends for the general public. Safety education for adults can encourage more people to ride bicycles rather than driving because education can build confidence in riding for people otherwise afraid to ride in traffic.
- Motorists - Safety education should reach anyone who would come into contact with bicyclists and pedestrians even if they were not cyclists themselves. This includes motorists on the roadways. Motorists as well as bicyclists need to be informed of the rules and laws of the road that pertain to bicycling in traffic. Motorist education will make motorists aware of cyclists' correct lane positioning and rights on the road to ensure the safe co-existence of bicyclists and motorists on streets and roadways.
- Other Groups - Safety education should be taught to other people who come in to contact with bicyclists and pedestrians or who are involved in bicycle or pedestrian programs. These groups of people may include OCTA bus drivers, Anaheim Police officers, and City staff who work with planning, public works and parks projects. Bicycle safety education can be incorporated into existing training or orientations.

Some items of instruction that should be conveyed to students in safety education sessions usually include:

- Choosing the right bike
- Proper bicycling clothing
- Helmet use

- How to deal with bad weather
- Basic bicycle maintenance and repair
- Using the gears
- Bicycle registration
- Rules, regulations and ordinances that govern bicyclists
- Proper mounting and dismounting techniques
- Recognition and avoidance of common bicycle collisions
- Selecting bike routes
- Consequences of unsafe bicycle use
- Proper braking techniques for hills, wet pavement, sand, rain gutters, debris, car doors
- Riding in traffic
- How to make left and right-hand turns
- Left hand shoulder check
- Avoiding hazards
- Crossing arterial streets as a pedestrian
- Hiking safety
- Trail etiquette

The best training includes a mix of in-class and on-road instruction. After these topics have been taught in a classroom setting, it is important for cyclists to go out and practice proper technique under the observation of a trained instructor.

Certified instructors should provide safety education programs. They also could be performed by a number of organizations, including the Police Department, school districts, the Parks and Recreation department, and other community organizations. Other programs exist which provide education programs to schools and communities across the country. Two of these specialized programs are Safe Moves and Effective Cycling. These programs have instructors and curricula that can be sent to schools and organizations in the City to teach different groups of people how to ride safely and responsibly.

Education programs are often sponsored by municipalities or school districts, and paid for by grants. The State Office of Traffic Safety has been one important source of grant money for such programs. The City of Anaheim should seek funds for a bicycle and pedestrian safety education program. One option may be to pursue funds through the Office of Traffic Safety.

Project 3: Carbon Creek Class I Bike Path Segment

- Project Limits - Beach Boulevard to Dale Street
- Existing Problem - Opportunity to implement a segment of the Carbon Creek Trail, provide access to schools and parks
- Classification - Class I
- Length - 0.55 miles
- Estimated Cost: \$550,000

This proposed project would provide a Class I bike path initial segment along the Carbon Creek between Beach Boulevard and Dale Street. Other segments of the Carbon Creek path are proposed in the second and third priority proposed bikeway projects lists. Eventually, the Carbon Creek bike path is envisioned to extend from Coyote Creek in the City of Cypress to the central part of Anaheim. This portion of the path will serve Schweitzer Park and Schweitzer Elementary School.

- Provide Class I pavement, bikeway striping, signage, and stencils along Carbon Creek between Beach Boulevard and Dale Street.

Project 4: Crescent Avenue/Brookhurst Street Class II Bikeway

- Project Limits - Crescent Avenue/Carbon Creek Bike Path to Brookhurst Street/Lincoln Avenue
- Existing Problem - Need for bikeway connectivity between the existing Brookhurst bike lanes and existing Carbon Creek path
- Classification - Class II
- Length - 0.65 miles
- Estimated Cost: \$32,500

This proposed project would provide Class II bike lanes along portions of Crescent Avenue and Brookhurst in the western part of the City. This project would connect the existing bikeway facilities along Carbon Creek and Brookhurst Street and will help to facilitate bicycle travel in this area of the City. Access will be enhanced to Brookhurst Community Park as well as Brookhurst Junior High School.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Crescent Avenue between the Carbon Creek path and Brookhurst Street
 - Brookhurst Street between Crescent Avenue and Lincoln Avenue

Project 5: Stage Coach/Camino Grande Class II Bikeway

- Project Limits - Anaheim Hills Road/Nohl Ranch Road to Camino Grande/Nohl Ranch Road
- Existing Problem - Lack of bikeway access to this part of the City
- Classification - Class II
- Length - 1.85 miles
- Estimated Cost: \$92,500

This proposed project would provide Class II bike lanes in the Stage Coach/Camino Grande area of the City. This proposed project would connect with existing bike lanes on Anaheim Hills Road. This connection will provide access to the regional bike lane network in the Anaheim Hills area of the City.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Nohl Ranch Road between Anaheim Hills Road and Stage Coach Road
 - Stage Coach Road between Nohl Ranch Road and Trailblazer Circle
 - Camino Grande between Trailblazer Circle and Nohl Ranch Road

Project 6: Frontera Street Class II Bikeway

- **Project Limits** - La Palma Avenue/Sunkist Street to Kraemer Boulevard/Santa Ana River Trail
- **Existing Problem** - Need for bikeway access and continuity in this part of the City, especially to the Santa Ana River Trail
- **Classification** - Class II
- **Length** - 1.70 miles
- **Estimated Cost**: \$85,500

This proposed project would provide Class II bike lanes along portions of La Palma Avenue, Frontera Street, and Kraemer Boulevard that would create a regional linkage with the Santa Ana River Trail at the Kraemer Boulevard river crossing. This project would also connect with the top priority proposed bikeway project along Rio Vista Street, which serves parks and schools.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - La Palma Avenue between Sunkist Street and Frontera Street
 - Frontera Street between La Palma Avenue and Kraemer Boulevard
 - Kraemer Boulevard between Frontera Street and the Santa Ana River Trail

Project 7: Lakeview Avenue Class II Bikeway

- Project Limits - Santa Ana River Trail to Santa Ana Canyon Road
- Existing Problem - Need for bikeway connectivity between the Santa Ana River Trail and existing bike lanes along Santa Ana Canyon Road
- Classification - Class II
- Length - 0.45 miles
- Estimated Cost: \$22,500

This proposed project would provide Class II bike lanes along Lakeview Avenue between existing bike lanes that currently end at the Santa Ana River Trail and the existing bike lanes along Santa Ana Canyon Road. This project would also connect with existing bike lanes along Riverdale Avenue. Regional bikeway access and continuity will be achieved with the implementation of this bikeway project.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Crescent Avenue between the Carbon Creek path and Brookhurst Street
 - Brookhurst Street between Crescent Avenue and Lincoln Avenue

Project 8: Miller/La Palma Class II Bikeway

- Project Limits - Miller Street/Orangethorpe Avenue to Tustin Avenue/La Palma Avenue
- Existing Problem - Lack of bikeway access and connectivity through the business district and to the Anaheim Canyon Metrolink Station
- Classification - Class II
- Length - 1.60 miles
- Estimated Cost: \$80,000

This proposed project would provide Class II bike lanes along Miller Street and a portion of La Palma Avenue. This project would provide access to the Anaheim Canyon Metrolink Station, which is located off of La Palma Avenue west of Tustin Avenue. Bikeway access would also be provided to the business park that is located in this area.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Miller Street between Orangethorpe Avenue and La Palma Avenue
 - La Palma Avenue between Miller Street and Tustin Avenue

Project 9: Mira Loma Class II Bikeway

- Project Limits - Sunkist Street/La Palma Avenue to Van Buren Street
- Existing Problem - Lack of regional bikeway connectivity and access to the business park in the northeast part of the City
- Classification - Class II
- Length - 3.20 miles
- Estimated Cost: \$160,000

This proposed project would provide Class II bike lanes through a large business district in the northeastern part of the City. It would provide regional connectivity with several other proposed projects in this Plan as well as serve many employment destinations for commuting bicyclists.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Sunkist Street between La Palma Avenue and the Riverside Freeway (SR-91)
 - Mira Loma Avenue between the Riverside Freeway (SR-91) and Van Buren Street

Project 10: Orangewood Avenue Class II Bikeway

- **Project Limits** - Euclid Avenue to 9th Street and Mountain View Avenue and the Santa Ana River Trail
- **Existing Problem** - Need for regional bikeway connectivity across the southern part of the City
- **Classification** - Class II
- **Length** - 1.90 miles
- **Estimated Cost:** \$95,000

This proposed project would provide Class II bike lanes along the remaining portions of Orangewood Avenue in the City that currently do not have bike lanes. Orangewood Avenue has been designated by the City as a regional east-west corridor for bicycle travel. This project will also provide bikeway access to the Disney Resort and Convention Center area of Anaheim. It is expected that on-street parking will be removed on one side of the street between Mountain View Avenue and the Santa Ana Freeway (I-5) in order to provide adequate roadway space for the implementation of bike lanes.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Orangewood Avenue between Euclid Avenue and 9th Street
 - Orangewood Avenue between Mountain View Avenue and the Santa Ana River Trail

Project 11: Royal Oak Road/Gerda Drive Bikeway

- Project Limits - Vista del Rio Junior High School to Nohl Ranch Road
- Existing Problem - Need for bikeway access and connectivity to local schools
- Classification - Classes II and III
- Length - 1.00 mile
- Estimated Cost: \$48,250

This proposed project would provide a combination Class II and Class III bikeway facility that would serve two schools and Peralta Canyon Park. The Class III portion of this project is only 0.05 miles in length and would simply connect the two Class II segments via bikeway and destination signage. This project would connect with existing bike lanes along Santa Ana Canyon Road and will provide enhanced local access to the two schools and may help to encourage more students to ride to school.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Gerda Drive between Vista del Rio Junior High School and Pinney Drive
 - Royal Oak Road between Santa Ana Canyon Road and Nohl Ranch Road
- Provide Class III bikeway signage and stencils along Pinney Drive between Gerda Drive and Santa Ana Canyon Road.

Project 12: Santa Ana Street Bikeway

- Project Limits - Manchester Avenue to East Street
- Existing Problem - Lack of bikeway access in the downtown area
- Classification - Classes I and II
- Length - 1.55 miles
- Estimated Cost: \$172,500

This proposed project would provide a combination Class I and Class II bikeway facility through the downtown area of the City. This project is likely to be implemented as part of an overall redesign of Santa Ana Street. Although the cost of providing the bike lanes and bike path will likely be included in the total cost of the street redesign, the estimated cost of implementation is provided above. This project will provide connections with many other proposed bikeways identified in this Plan.

- Provide Class I pavement, bikeway striping, signage, and stencils along Santa Ana Street between Kroeger Street and Vine Street.
- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Santa Ana Street between Manchester Avenue and Kroeger Street
 - Santa Ana Avenue between Vine Street and East Street

Project 13: Rio Vista/Wagner/South Street Class II Bikeways

- Project Limits - Lincoln Avenue from Santa Ana River Trail to Rio Vista Street, Rio Vista Street from Lincoln Avenue to Wagner Street, South Street from South Junior High School to Rio Vista Street, Wagner Avenue from Sunkist Street to Rio Vista Street
- Existing Problem Lack of bikeway continuity and access to several parks, the Santa Ana River Trail and schools in this part of the City
- Classification - Class II
- Length - 2.90 miles
- Estimated Cost: \$145,000

This proposed project would provide Class II bike lanes along portions of four streets—Lincoln Avenue, Rio Vista Street, Wagner Avenue, and South Street—in the east central area of the City. This project would provide enhanced bicycle access to three schools and Rio Vista Park. It would connect with the bike path along the Santa Ana River, proposed bike lanes along Frontera Street and the proposed Class I path through Boysen Park. These new bike lane facilities are expected to encourage more students to ride to school from the local area.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Lincoln Avenue from the Santa Ana River Trail to Rio Vista Street
 - Rio Vista Street between Lincoln Avenue and Wagner Avenue
 - South Street between South Junior High School and Rio Vista Street
 - Wagner Avenue between State College Boulevard and Rio Vista Street

Project 14: Crescent/Loara/Wilshire Class II Bikeway

- Project Limits - Euclid Avenue to Lincoln Avenue
- Existing Problem - Lack of local bikeway access in this part of the City
- Classification - Class II
- Length - 1.05 miles
- Estimated Cost: \$52,500

This proposed project would provide Class II bike lanes along portions of Crescent Avenue, Loara Street, and Wilshire Avenue in the central part of Anaheim. The project would serve the commercial and shopping district near Euclid Avenue and Price Elementary School. It would also provide alternative access for bicyclists who would not choose to ride on busier arterial streets, such as Euclid or Lincoln avenues. Other proposed bikeway projects identified in this Plan would also connect with this project. It is proposed that the current four-lane configuration on Loara Street be changed to include three lanes plus bike lanes in order to accommodate the implementation of bike lanes.

- Provide Class II bikeway striping, signage, and stencils along the following roadway segments.
 - Crescent Avenue between Euclid Avenue and Loara Street
 - Loara Street between Crescent Avenue and Wilshire Avenue
 - Wilshire Avenue between Loara Street and Lincoln Avenue

Project 15: Future Roadway Class II Bikeway

- Project Limits - Weir Canyon Road through planned development east of SR-241 to Gypsum Canyon Road, and along Gypsum Canyon Road to SR-91
- Existing Problem - Need for future bikeway access and connectivity with the future planned development
- Classification - Class II

This proposed project will provide Class II bike lanes along a newly constructed roadway as part of the planned development east of the Eastern Transportation Corridor Toll Road (SR-241), and along Gypsum Canyon Road to SR-91. Bike lanes along these roadways will link the new development to existing bike lanes along Weir Canyon Road, and lead to the Santa Ana River bridge in Yorba Linda. The bike lanes will be constructed along with the new roadway.

- Provide Class II bikeway striping, signage, and stencils along the future roadway as it is built in the near future.

6.0 Funding

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle improvements. Most of the Federal, state, and regional programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that compete only with other projects in each jurisdiction's budget. A detailed program-by-program of available funding programs along with the latest relevant information is provided on the following pages. The funding sources are shown in the tables that begin on page 48.

6.1 TEA-21

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Federal funding through the Transportation Enhancements Act for the 21st Century program (TEA-21) will likely provide much of outside funding for Anaheim projects. TEA-21 currently contains three major programs, Surface Transportation Program (STP), Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality Improvement (CMAQ) along with other programs such as the National Recreational Trails Fund, Section 402(Safety) funds, Scenic Byways funds, and Federal Lands Highway funds.

TEA-21 funding is administered through the California Department of Transportation (Caltrans) and the Orange County Transportation Authority (OCTA). Most, but not all, of the funding programs are transportation (versus recreation) oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Funding criteria often requires quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, California Environmental Quality Act (CEQA) compliance, and commitment of some local resources. In most cases, TEA-21 provides matching grants of 80 to 90 percent--but prefers to leverage other moneys at a lower rate.

TEA-21 expires in 2003, and all funds have been allocated under its authorization. Congress is currently in the initial stages of crafting a reauthorization bill that will include a continuation of and/or a new set of funding programs, funding eligibility guidelines, and funding formulae for allocation. The OCTA will continue to be the distributive body that will allocate federal funding to cities within Orange County, including Anaheim. A successor program to TEA-21 was scheduled to be authorized in 2003, but Congress has not approved a successor bill as of this Plan. It is likely that Congress will extend existing TEA-21 guidelines until the new transportation legislation is adopted.

The following programs described are those that have been in place under TEA-21.

Regional Surface Transportation Program Fund (STP) (Section 1108)

The Surface Transportation Program is a block grant fund. Funds are used for roads, bridges, transit capital, and pedestrian and bicycle projects, including bicycle transportation facilities, bike parking facilities, equipment for transporting bicycles on mass transit vehicles and facilities, bike- and pedestrian-activated traffic control devices, preservation of abandoned railway corridors for bicycle and pedestrian trails, and improvements for highways and bridges. TEA-21 allows the transfer of funds from other TEA-21 programs to the STP funding category.

Transportation Enhancements Program (TE) (Section 1201, paragraph 35)

The TE Program is a 10% set-aside of funds from the Surface Transportation Program. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. Two Enhancement Activities are specifically bicycle related: (1) provision of facilities for bicyclists and pedestrians, (2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle or pedestrian trails).

Congestion Mitigation and Air Quality Improvement Program (CMAQ) (Sec. 1110)

Funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 federal Clean Air Act Amendments. Projects must come from jurisdictions in non-attainment areas, and the South Coast Air Quality Management District is a non-attainment area in which Anaheim is located. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, bicycle route maps, bike activated traffic control devices, bicycle safety and education programs and bicycle promotional programs.

Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety program is a federal safety program administered by Caltrans that provides funds for safety improvements on public roads and highways, with the goal of eliminating or reducing the number and/or severity of traffic accidents at locations selected for improvement. Candidate projects can be on any public road and must address a specific safety problem using a "quick fix" that does not result in significant environmental impacts. Proposals are accepted for two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, projects are assessed in a specific Work Type category such as roadway illumination, utility pole relocation, traffic signals, signs, guardrail upgrades, and obstacle removal. In California since 2000, the Safe Routes to School program has used a large portion of this funding source to fund school-related transportation safety and pedestrian access projects.

6.2 State Funding Programs

TDA Article 3 (SB 821)

Transportation Development Act Article 3 funds are used by cities within Orange County for the planning and construction of bicycle and pedestrian facilities. These funds are allocated annually on a per capita basis to both cities and the County of Orange. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to OCTA by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities, such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving. The other 60 percent is allocated through a competitive grant programs that has specific guidelines for projects that improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle or pedestrian projects.

Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. Funding that is available on a statewide basis amounts to \$7.2-million annually beginning this fiscal year 2001. The City of Anaheim may apply for these funds through the Caltrans Office of Bicycle Facilities.

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. The program is currently funded at \$7.2-million annually through fiscal year 2005/06. In 2006/07, it is anticipated to decline to \$5-million, where it will remain unless a law is passed to change the amount. Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties are required to have a bicycle plan that conforms to Streets and Highways Code 891.2 in order to qualify to compete for funding on a project-by-project basis. The City of Anaheim may apply for these funds through the Caltrans Office of Bicycle Facilities.

Safe Routes to School (AB1475)

The Safe Routes to School program is a state program using allocated funds from the Hazard Elimination Safety program of TEA-21. This program, initiated in 2000, is meant to improve school commute routes by eliminating barriers to bicycle and pedestrian travel through



rehabilitation, new projects, and traffic calming. A local match of 11.5% is required for this competitive program, which allocates \$18-million annually. Planning grants are not available through this program.

National Recreational Trails Fund (Section 1112)

Funds are available for recreational trails for use by bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). Projects include development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property and construction of new trails. Annual funding begins at \$30 million for FY 1998, it rises to \$40 million for FY 1999 and increases to \$50 million per annum for the remaining years.



Environmental Enhancement and Mitigation Program (EEM)

Funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails.

6.3 Local Funding

Measure M

Measure M is a one-half cent sales tax approved by Orange County voters in November 1990 for a program of countywide transportation improvements. Measure M is expected to raise more than \$3.1 billion over 20 years for projects and programs that include freeway improvements, maintenance and rehabilitation of local streets, and transit. Measure M is overseen by a nine-member voter-approved Citizens Oversight Committee. The Transportation Demand Management (TDM) is a competitive program under Measure M that includes projects that result in quantifiable reductions in vehicle trips and vehicle miles traveled, including bicycle and trail facilities. The TDM Program is limited to a maximum per project limit of \$100,000 per year. For every TDM funding cycle, which occurs every two years, one project of regional significance may be awarded up to \$500,000. A local match is not required for this program. Funds are allocated through the life of Measure M and funding eligibility is determined annually through the local Turnback Program.



New Construction

Future road widening and construction projects are one means of providing bike lanes. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan.

Impact Fees and Developer Mitigation

Another potential local source of funding are developer impact fees, typically ties to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bikeway improvements, which will encourage residents to bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. Establishing a clear nexus or

connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Mello Roos

Bike paths, lanes, and pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Business Improvement Districts

Bicycle and pedestrian improvements can often be included as part of larger efforts at business improvement and retail district beautification. Similar to Mello Roos assessments, Business Improvement Districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election. Parking meter revenues may be used according to local ordinance. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offer low cost assistance) will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Tables 8, 9, and 10 on the following pages provide an overview of potential bicycle facilities funding sources.

ANAHEIM BICYCLE MASTER PLAN

**Table 8:
City of Anaheim Bikeway Facilities - Federal Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
TEA-21/TEA3 Surface Transportation Program (STP)	Already Programmed	OCTA, Caltrans, FHWA		11.47% non-federal match	federally certified jurisdictions	X	X		STP funds may be exchanged for local funds for non-federally certified local agencies; no match required if project improves safety
TEA-21/TEA3 Congestion Mitigation and Air Quality Program	Already Programmed	OCTA, CTC		11.47% non-federal match	federally certified jurisdictions	X			Counties re-designated to attainment status for ozone may lose this source
TEA-21/TEA3 Transportation Enhancement Activities (TEA)	Already Programmed	FHWA, OCTA		11.47% non-federal match	federally certified jurisdictions	X	X		Contact OCTA
TEA-21/TEA3 National Recreational Trails	Already Programmed	State Dept. of Parks & Recreation		no match required	jurisdictions, special districts, non-profits with management responsibilities over the land		X		For recreational trails to benefit bicyclists, pedestrians, and other users; contact State Dept. of Parks & Rec., Statewide Trails Coordinator, (916) 653-8803

**Table 9:
City of Anaheim Bikeway Facilities - State Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Flexible Congestion Relief (FCR) Program Major Projects, \$300,000+	Dec. of odd # years	OCTA			cities, counties, transit operators, Caltrans	X	X		Must be included in an adopted RTP, STIP, CMP, RTIP
State and Local Transportation Partnership Program (SLPP)		Caltrans		none	Cities, counties, assessment districts	X	X		Any road projects being resurfaced or using local funds should include bike lane for reimbursement through this program; contact Caltrans
Environmental Enhancement and Mitigation (EEM) Program	Nov.	State Resources Agency		not required but favored	Local, state and federal government non-profit agencies	X	X	X	Projects that enhance or mitigate future transportation projects; contact EEM Project Manager (916) 653-5800
Bicycle Transportation Account (BTA)	Spring 2001	Caltrans	\$7.2-mil. per year	10%	Cities and counties	X		X	Contact local Caltrans district office for details
Safe Routes to School (AB1475)	Varies	Caltrans	\$18-mil.	11.5%	Gov't agencies, non-profit groups, schools, community groups	X	X	X	Only two years of funding currently authorized as of 2000; submission dates and deadlines in flux

**Table 10:
City of Anaheim Bicycle Facilities - Local Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Transportation Development Act (TDA) Section 99234 (2% of total TDA)	Jan.	OCTA		no match required	Cities, counties; currently allocated by population	X	X	X	Contact OCTA
State Gas Tax (local share)		Allocated by State Auditor Controller		no match required	local jurisdictions	X		X	
Measure M	Varies	OCTA	Varies	no match required	local jurisdictions	X			Competitive grant program under TDM
Developer Fees or Exactions (developer fee for street improvements - DFSI)		Cities, or County		no match required		X	X	X	Mitigation required during land use approval process
Vehicle Registration Surcharge Fee (AB 434)		SCAQMD		no match required	local agencies, transit operators, others	X	X	X	Competitive program for projects that benefit air quality

7.0 Design Guidelines

This section provides details on the recommended design and operating standards for the City of Anaheim's Bicycle Mobility Network.

National design guidelines for bikeways have been developed by the American Association of Highway and Transportation Officials (AASHTO) and Caltrans. These guidelines include the 1999 AASHTO Guide for the Development of Bicycle Facilities, the 2000 Manual on Uniform Traffic Control Devices, the Caltrans Highway Design Manual Chapter 1000, and the Caltrans Traffic Manual.

The following section summarizes key operating and design definitions.

Bicycle: The AASHTO (1999) definition of a bicycle is "every vehicle propelled solely by human power which any person may ride, having two tandem wheels, except scooters and similar devices. The term 'bicycle' also includes three- and four-wheeled human-powered vehicles, but not tricycles for children."

Class I: Referred to as a bike path, shared-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users may also be found on this type of facility, including pedestrians and in-line skaters.

Class II: Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

Class III: Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic.

The following guidelines present the recommended minimum design standards and other recommended ancillary support items for shared use paths, bike lanes, and bike routes. Where possible, it may be desirable to exceed the minimum standards for shared use paths or bike lane widths, signage, lighting and traffic signal detectors.

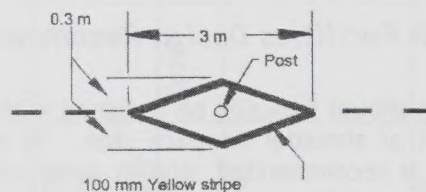
7.1 Class I Bike Path Facilities Design Recommendations

1. Two-way bike paths should typically be designed with 8 feet minimum of pavement a minimum of 2 feet of shoulder on each side. In areas of high usage, 12 feet of pavement or more is recommended, and in some cases a separate unpaved parallel path is optimal. One-way bike paths should typically be designed with 5 feet minimum of pavement and a minimum of 2 feet of shoulder on each side.
2. Bike path crossings of roadways require preliminary design review. Generally speaking, shared use paths that cross roadways with Average Daily Traffic (ADT) volumes of over 20,000 vehicles per day will typically require signalization or grade separation.
3. Landscaping should generally be low water consuming native vegetation and should have the least amount of debris.
4. Lighting should be provided where commuters will likely use the shared use path in the evenings.
5. Barriers to prevent unauthorized use-at shared use path entrances should only be used if warranted; the least entry restriction is preferred. The barriers should be clearly

marked with reflectors and should be ADA accessible (minimum five feet clearance). See Figure 1 for the proper design of a bollard entrance treatment.

6. Shared use path construction should take into consideration maintenance and emergency vehicles but minimize their impacts on shared use path width, shoulders, and vertical clearance requirements. Unpaved shoulders of width two feet for pedestrians/runners or a separate tread way should be provided where feasible. Pedestrians should be directed to right side of the pathway with signing and/or stenciling.
7. Where paths are heavily used, consideration should be made to install emergency phone service.
8. In the design of shared use paths, attention should be paid to preventing illegal use of the shared use path by motor vehicles.
9. Where shared use path design occurs in environmentally sensitive areas, design exceptions should be pursued to minimize environmental impacts.
10. Shared-use paths and sidewalk paths located immediately adjacent to the roadway are discouraged by AASHTO. This is due to several factors including the potential for high numbers of intersecting roadways, opposite direction travel by bicyclists and resulting conflicts at intersections, potential insufficient sight distances due to walls and other obstructions, and possible conflicts within the right-of-way such as utility poles.
11. Shared-use paths and sidewalk bicycle facilities should not be considered a substitute for on-road bicycle facilities. Paved shoulders or wide curb lanes (14 feet or wider) should be implemented along roadways that have adjacent paths or sidewalk bicycle facilities. As stated within AASHTO, many bicyclists will use the roadway instead of the shared-use path or sidewalk because they have found the roadway to be safer, more convenient, or better maintained.

Barrier Post Striping



**Figure 1:
Class I Bike Path Entrance Treatment**

12. Bike paths shall have a cross slope of 2 percent for drainage purposes. Graded shoulders next to bike paths shall slope away from the path.

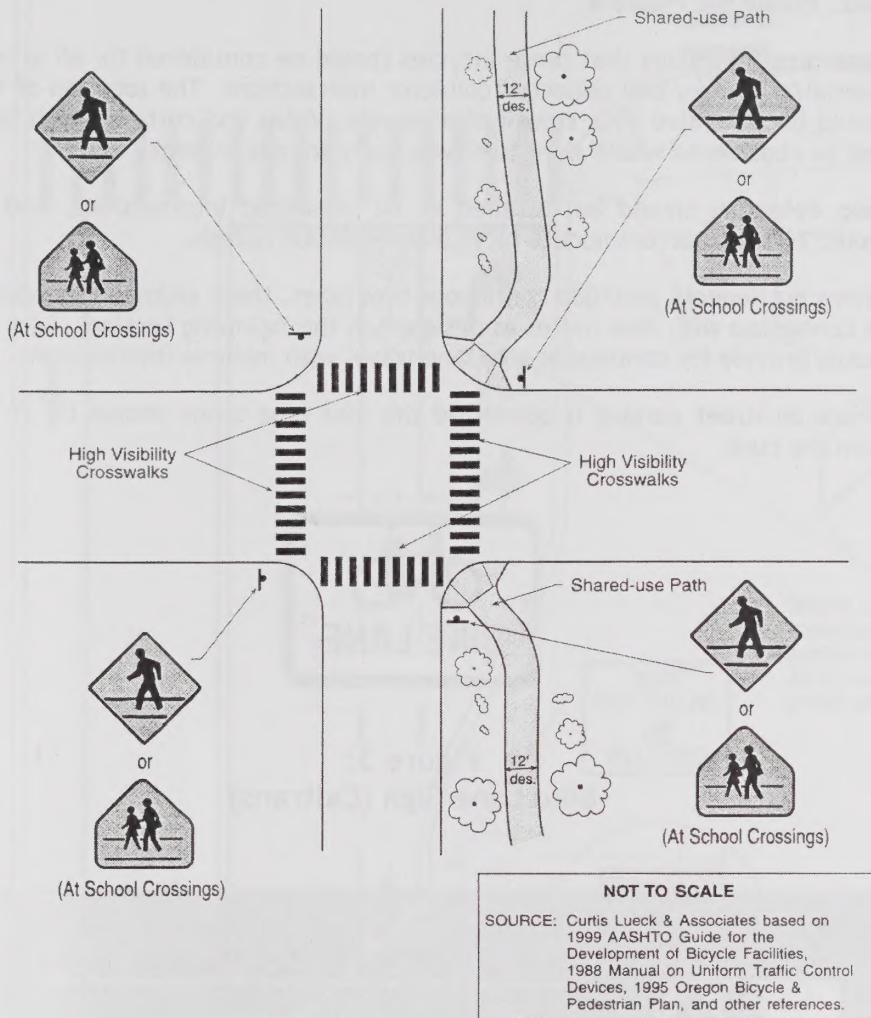


Figure 2:
Bike Path Intersection Treatment Adjacent to Roadway

7.2 Class II Bike Lane Facilities Design Recommendations

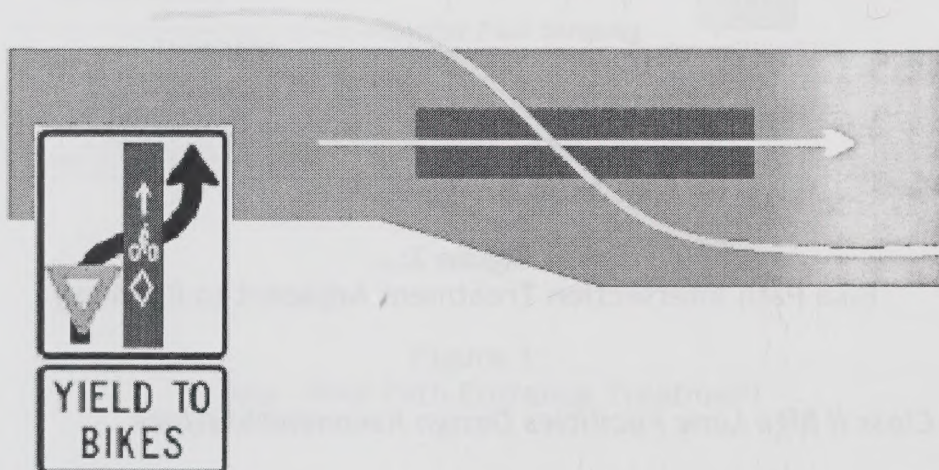
1. All bike lanes should generally conform to the minimum design standard of 5 feet in width in the direction of vehicle travel adjacent to the curb lane. Under very restricted circumstances, bike lanes may be 4 feet in width in uncurbed sections. These include bike lanes squeezed between through traffic lanes and right turn pockets and for paved shoulder locations where right-of-way is restricted or there are topographical constraints. Please see Figure 5.
2. Intersection treatments should include bike lane 'pockets' and signal loop detectors or video detectors where necessary. A colored lane treatment may also be used to guide

bicyclists through the transition to a right turn lane. A blue lane treatment is currently being studied in Portland, Oregon. Other cities have implemented a red color as well. This will also alert drivers to the path of bicyclists as they cross the path of the bicycle lane. Please see Figure 4.

3. Signal loop detectors that sense bicycles should be considered for all arterial/arterial, arterial/collector, and collector/collector intersections. The location of the detectors should be identified by a stencil of a bicycle. Video and curbside push buttons should also be considered where right turn only lanes are not present
4. Loop detectors should be installed at all signalized intersections, and signalization should be set to accommodate bicycle acceleration speeds.
5. Where bottlenecks preclude continuous bike lanes, these segments of bike lanes should be connected with bike routes as designed in the following section. Bike lane projects should provide for continuous bike lane travel with minimal interruptions.
6. Where on-street parking is permitted the bike lane stripe should be at least 12 feet from the curb.



**Figure 3:
Bike Lane Sign (Caltrans)**



**Figure 4:
Schematic of Colored Lane Application used in Portland, Oregon**

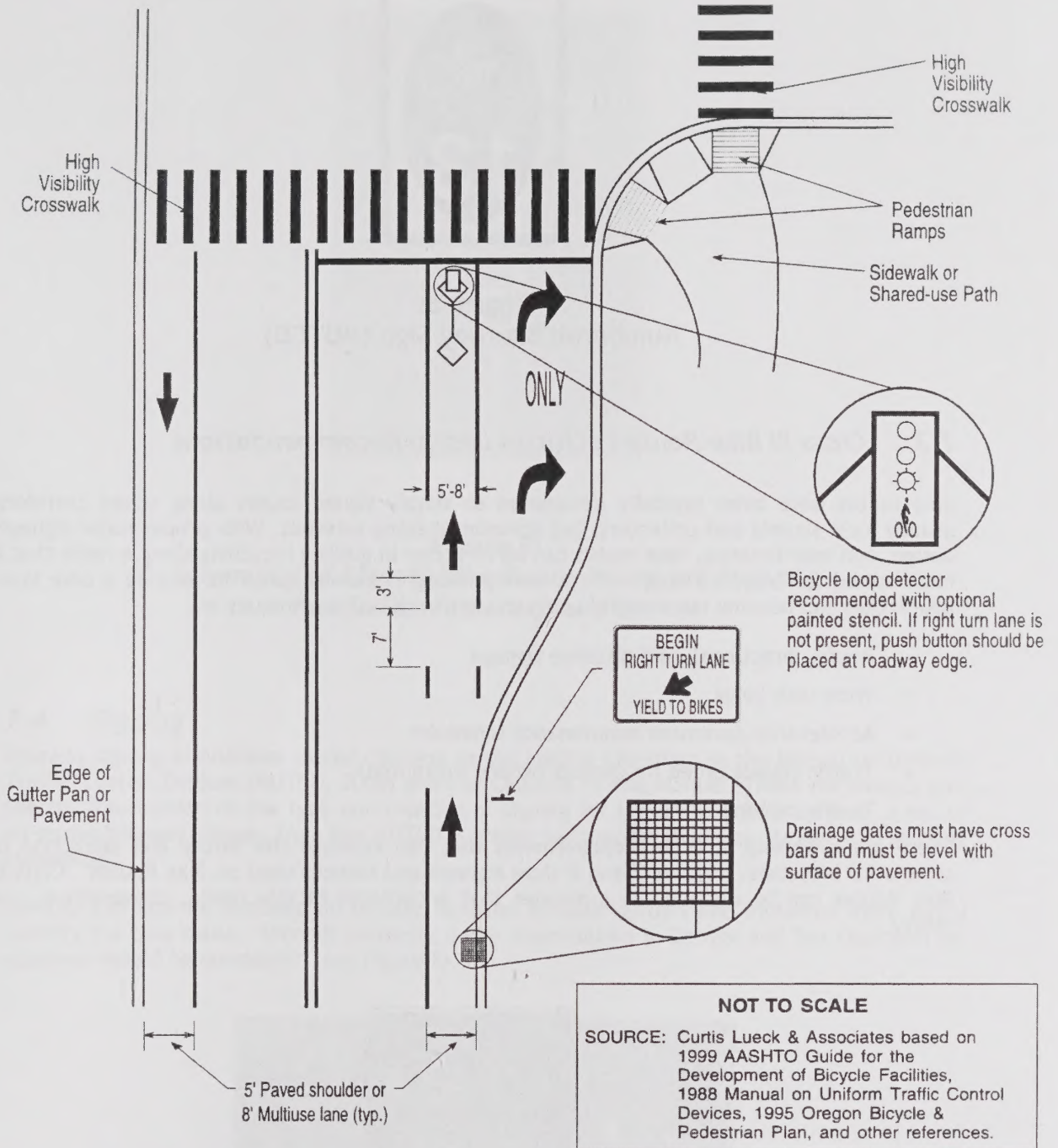


Figure 5:
Bike Lane Treatment at Intersection (MUTCD, AASHTO)



Figure 6:
Numbered Bikeway Sign (MUTCD)

7.3 Class III Bike Route Facilities Design Recommendations

Bike routes have been typically designated as simply signed routes along street corridors, usually local streets and collectors, but sometimes along arterials. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route that is more suited for bicycle riding without having enough roadway space to provide a bike lane. Bike routes can become more useful when coupled with such techniques as:

- Route, directional, and distance signage
- Wide curb lanes
- Accelerated pavement maintenance schedules
- Traffic signals timed for cyclists (where warranted)
- Traffic calming

There are a variety of other improvements that can enhance the safety and attraction of streets for bicyclists. Figures 7 and 8 show signage and stencils used on Bike Routes. Class III Bike Routes can be designed in a manner that encourages bicycle usage, convenience, and safety.



Figure 7:
Class III Bike Route Sign

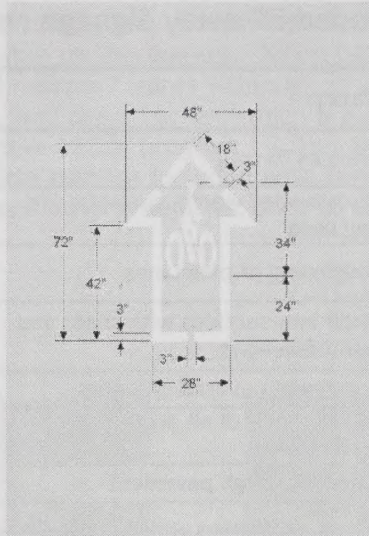


Figure 8:
Schematic of Class III Bike Route Pavement Stencil
in use in San Francisco and Denver

7.4 Signing

Bikeway signing in Anaheim should conform to the signing identified in the Manual on Uniform Traffic Control Devices (MUTCD, 2000) and the Caltrans Traffic Manual. These documents give specific information on the type and location of signing for the primary bike system. A list of on-street bikeway signage from the MUTCD is shown in Table 11 (Bikeway Signage and Marking Standards).

Stencils can also be included on bicycle facilities to help cyclists and motorists more easily identify the bike route. Stencils currently under examination in Denver and San Francisco for approval should be considered (see Figure 8).



**Table 11:
Recommended Bikeway Signage and Markings**

Item	Location	Color	Caltrans Designation	MUTCD Designation
No Motor Vehicles	Entrances to trail	B on W	R44A	R5-3
Use Ped Signal/Yield to Peds	At crosswalks; where sidewalks are being used	B on W	N/A	R9-5 R9-6
Bike Lane Ahead: Right Lane Bikes Only	At beginning of bike lanes	B on W	N/A	R3-16 R3-17
STOP, YIELD	At trail intersections with roads and Coastal Bikeways	W on R	R1-2	R1-1 R1-2
Bicycle Crossing	For motorists at trail crossings	B on Y	W79	W11-1
Bike Lane	At the far side of all arterial intersections	B on W	R81	D11-1
Hazardous Condition	Slippery or rough pavement	B on Y	W42	W8-10
Turns and Curves	At turns and curves which exceed 20 mph design specifications	B on Y	W1,2,3 W4,5,6,14 W56,57	W1-1,2 W1-4,5 W1-6
Trail Intersections	At trail intersections where no STOP or YIELD required, or sight lines limited	B on Y	W7,8,9	W2-1, W2-2 W2-3, W2-3 W2-4, W2-5
STOP Ahead	Where STOP sign is obscured	B,R on Y	W17	W3-1
Signal Ahead	Where signal is obscured	B,R,G	YW41	W3-3
Bikeway Narrows	Where bikeway width narrows or is below 8'	B on Y	W15	W5-4
Downgrade	Where sustained bikeway gradient is above 5%	B on Y	W29	W7-5
Pedestrian Crossing	Where pedestrian walkway crosses trail	B on Y	W54	W11A-2
Restricted Vertical Clearance	Where vertical clearance is less than 8'6"	B on Y	W47	W11A-2
Railroad Crossing	Where trail crosses railway tracks at grade	B on Y	W47	W10-1
Directional Signs (i.e. Cal State LB, Downtown, Train Station, etc.)	At intersections where access to major destinations is available	W on G	G7 G8	D1-1b(r/l) D1-1c
Right Lane Must Turn Right; Begin Right Turn Here, Yield to Bikes	Where bike lanes end before intersection	B on W	R18	R3-7 R4-4
Trail Regulations	All trail entrances	B on W	n/a	n/a
Multi-purpose Trail: Bikes Yield to Pedestrians	All trail entrances	n/a	n/a	n/a
Bikes Reduce Speed & Call Out Before Passing	Every 2,000 feet	B on W	n/a	n/a
Please Stay On Trail	In environmentally-sensitive areas	n/a	n/a	n/a
Caution: Storm Damaged Trail	Storm damaged locations	B on Y	n/a	n/a
Trail Closed: No Entry Until Made Accessible & Safe for Public Use	Where trail or access points closed due to hazardous conditions	n/a	n/a	n/a
Speed Limit Signs	Near trail entrances: where speed limits should be reduced from 20 mph	B on W	n/a	n/a
Trail Curfew 10PM - 5AM	Based on local ordinance	R on W	n/a	n/a

7.5 *Bicycle Parking*

Bicycle parking is not standardized by any codes. However, there are preferable types of secure bicycle furnishings available on the market. When bicycle parking is being considered, the types of bicycle lockers and racks in Figures 9 through 11 are recommended. These include the Inverted U-rack, Bike Hitch, and the e-Locker, which is a new type of bike locker that does not require administration of a bike locker program. Cities and other jurisdictions may wish to establish requirements for bicycle parking included with new development projects. Sample ordinances for bicycle parking and other amenities, such as showers and lockers, can be found in the appendix.



Figure 9: "Inverted U" Bicycle Rack Parking



Figure 10: "BikeBike" Bicycle Rack Parking



Figure 11:
Bicycle Parking Sign (Caltrans)



Figure 12: Conventional Bicycle Locker Storage

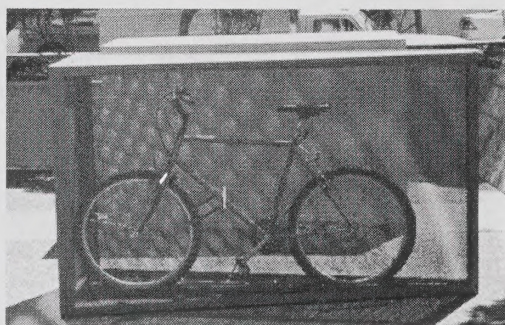


Figure 13: Bicycle "eLocker" Storage

7.6 Traffic Calming

Traffic calming includes any effort to moderate or reduce vehicle speeds and/or volumes on streets where traffic has a negative impact on automotive, bicycle, or pedestrian movement and on area residences. Because these efforts may impact traffic outside the immediate

corridor, a study of traffic impacts is typically required. For example, some cities have instituted traffic calming techniques by blocking access into residential streets. The impact was less traffic on local streets, but more traffic on arterials and collectors. Other techniques include installing traffic circles, intersection islands, partial street closures, curb extensions (bulb outs), pavement treatments, lower speed limits, signal timing changes, and the narrowing of travel lanes.

7.7 Drainage Grates

Care must be taken to ensure that drainage grates are bicycle-safe. If not, a bicycle wheel may fall into the slots of the grate causing the cyclist to fall. Replacing existing grates or welding thin metal straps across the grate perpendicular to the direction of travel is required. Care must be taken to ensure that drainage grates are bicycle-safe. If not, a bicycle wheel may fall into the slots of the grate causing the cyclist to fall. Replacing existing grates or welding thin metal straps across the grate perpendicular to the direction of travel is required. These should be checked periodically to ensure that the straps remain in place. Grates with bars perpendicular to the roadway must not be placed at curb cuts, as wheelchairs could get caught in the slot. Figure 15 shows the appropriate types of drainage grates that should be used.

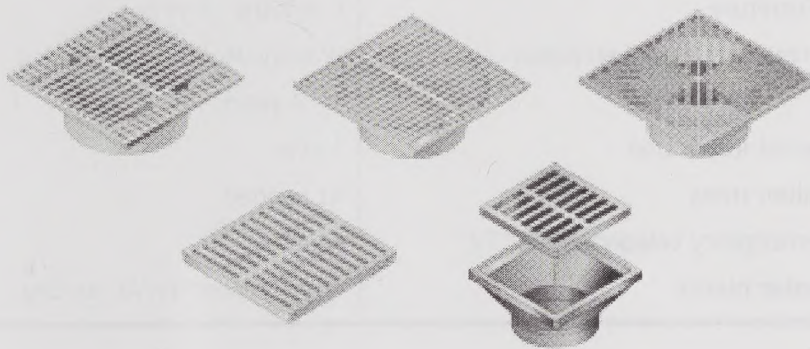


Figure 14:
Proper Drainage Grate Design

7.8 Maintenance

The City should establish street maintenance schedules for the regular sweeping of streets, including bike lanes and Class I bike paths. Maintenance access on Class I bike paths should be achieved using standard City pick-up trucks on the pathway itself. Sections with narrow widths or other clearance restrictions should be clearly marked. Class I bike path maintenance includes cleaning, resurfacing and restriping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal, and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer. In addition, these same maintenance treatments should be performed on Class II and Class III facilities. These facilities should be prioritized to include an accelerated maintenance plan that is already a part of the City's ongoing street maintenance. A maintenance schedule and checklist is provided in Table 7.2.

An effort should be made to improve the maintenance of existing roadways that are regularly traveled by bicyclists regardless of whether a specific bikeway designation exists on those roadways.

Table 12
Typical Bikeway and Trail Maintenance Check List and Schedule

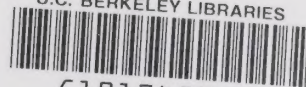
Item	Frequency
Sign Replacement/Repair	1 - 3 years
Pavement Marking Replacement	1 - 3 years
Tree and shrub trimming	4 months - 1 year
Pavement sealing/potholes	5 - 15 years
Pavement sweeping	Weekly-Monthly/As needed
Shoulder and grass mowing	Weekly/As needed
Trash disposal	Weekly/As needed
Lighting Replacement/Repair	1 year
Graffiti removal	Weekly-Monthly/As needed
Maintain Furniture	6 months - 1 year
Fountain/restroom cleaning/repair	Weekly/Monthly/As needed
Pruning	1 - 4 years
Bridge/Tunnel Inspection	1 year
Remove fallen trees	As needed
Maintain emergency telephones, CCTV	1 year
Irrigate/water plants	Weekly-Monthly/As needed

7.9 Security

Security may be an issue along portions of the Class I bike paths. The following actions are recommended to address these concerns.

Enforcement of applicable laws on the bike path should be performed by the Burbank Police Department, using both bicycles and vehicles. Enforcement of vehicle statutes relating to bicycle operation should be enforced on Class II and Class III bikeways as part of the Department's normal operations. No additional manpower or equipment is anticipated for Class II or III segments.

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